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## Women in Aviation

Kari Anne Sparks-Webb

*Utah State University*

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# WOMEN IN AVIATION

by

Kari Anne Sparks-Webb

Thesis submitted in partial fulfillment  
of the requirements for the degree

Of

DEPARTMENT HONORS

in

ITE-Aviation Technology-Professional Pilot

Approved:

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Thesis/Project Advisor

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Department Honors Advisor

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Director of Honors Program

UTAH STATE UNIVERSITY  
Logan, UT

2004

Kari Sparks  
Senior Project 2003

Women In Aviation Convention



**March 19 – March 23**  
**Cincinnati, Ohio**

*SENIOR PROJECT*  
Women in Aviation Convention

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# EXECUTIVE OVERVIEW

# Senior Project

## Women in Aviation Convention

### EXECUTIVE OVERVIEW

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#### Project Summary:

My goal during my enrollment in the USU Professional Pilot Program is to further the advancement of women in the aviation industry and increase the number of women in the flight program. So, when it came time to choose my senior project there was no better choice for me than to exhibit at the Women in Aviation Convention. It would be a huge step for the school and a great opportunity for me and other students in the program.

The idea first came to me last summer when I received a convention packet in the mail. As recruitment director for the program, I had been looking for ways to expand our student coverage to help combat the falling class enrollments and increase the female student ratio. The Women in Aviation Convention was the answer that I had been looking for to these problems. By exhibiting at the convention, the program would have access to thousands of potential students (mostly female) and a wealth of networking opportunities among the industry. I immediately began working on a proposal to submit to the Aviation department. To my excitement the proposal was accepted and I was given the go ahead to enter USU as an exhibitor.

The proposal was only the first step in what turned out to be a very detailed task. In order to exhibit at the convention I had to create a new, more professional display. After thorough research I concluded that the best option for the program was a self-contained, pop-up display with a full color graphic. I worked one-on-one with the USU Marketing department to design the graphic and contributed all of the photos and write-ups used in it. In addition to the display, the convention itself was a monumental task with registration deadlines, travel accommodations, shipment arrangements, and contractor agreements. All work for the project was either done outside of my normal work hours or was not claimed on my time sheet.

I did not want to be the only student who benefited directly from my project. In my proposal, I allocated funds for one other student to attend the convention. I decided the fairest way to choose who would accompany me was to hold an essay contest. Students had to compose a 500-word essay about their goals in aviation. Seven women entered the contest from which Cassie Hanks was chosen as the winner. The essays were judged by me, Jack Hunter, and John Rutledge. After re-examining my budget I discovered that enough funds remained to sponsor one more student to the convention. Amy Pitcher, the runner-up, was then chosen to attend the convention. A complete list of rules for the contest as well as all essay entries are included in Section 4 of this report.

The Convention was an experience of a life time. I was able to contact 900 potential students-both male and female. I made many new contacts which will benefit not only me, but the school. I discovered that Jet-Blue is currently developing an internship program and was able to put USU on the top of their lists of potential school participants. I also had the opportunity to meet the head recruiter for Horizon Air who is now looking at two USU instructors for pilot positions. The seminars were informative and I feel that I benefited from them enormously. The new display looked absolutely fabulous and was one of the best school exhibits at the convention. I had hundreds of compliments on the booth. The SkyWest CRJ was an enormous attention grabber. One of the highlights for me was that most everyone I talked to had heard about the USU Wright Flyer. I truly believe that exhibiting at the convention was a great benefit to the Professional Pilot Program.

## **Project Critique:**

I believe that my project was a success. I was able to achieve all my goals that I set for myself and the project. I completed the entire project under budget and very close to the time schedule that I set in the beginning. The program was well received by everyone and many students left enthusiastic about coming to USU. I have already received numerous enquires from people at the convention. One of best aspect of the project was the new display setup. This display was something the school needed and it can be used for years to come. I feel that this project also helped me grow professionally. The convention made me more aware of my options within the industry. I am truly proud of what I accomplished through this project.

This was not a perfectly executed project. I definitely had my problems throughout the process. I missed a deadline in September, fell behind the bid process, and lost the Bill of Lading for the freight shipment. I even had to have an emergency change made to the display the day before it went to print because I forgot to put the program's name on it. If I had the opportunity to re-do the display I would make sure that "Utah State University" was a little more visible. The biggest mistake I made was over estimating the amount of handouts that I would need at the convention. I followed the guideline set by the exhibit director and prepared for 1500 people when in reality I only needed 1000 pamphlets. Another problem I discovered with the exhibit is that the program needs to invest in more modern, eye-appealing literature. Although, the display itself was better than most schools, our program lacked in the handout department. I noticed that most people kept the more "eye-catching" handouts with color and graphics and discarded the more common ones.

# Presentation

## Kari Sparks Senior Project 2003

Women In Aviation Convention



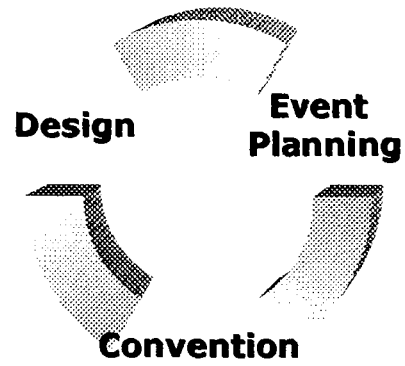
March 19-March 22  
Cincinnati, Ohio

I chose this project last summer when I received an exhibitors packet in the mail. The convention is attended by 3,000 men, women and students involved in all facets of aviation. I thought it would be a great opportunity to expand USU's exhibiting circulation which was needed due to decreasing student enrollment. It would also provide networking opportunities for the school with other airlines to expand internships and training opportunities.



## Phases of Project

### 3 Main Phases



**Design:** In order to take on such a large event, the flight program needed a larger, more professional exhibit.

**Event Planning:** An event of this magnitude required a significant amount of planning and organization

**Convention:** The actual convention attendance and manning the booth and passing out information

## DISPLAY DESIGN

- Identify Needs
- Research Display Manufacturers and Models
- Bid Process
- Purchasing Process
- Graphic Needs
- Graphic Design
- Graphic Approval
- Graphic Creation

The flight Programs number of new students has been declining the last few semesters. We needed to revitalize the schools image and start marketing on a much larger scale. To do so, we needed to compete on the same recruitment level as embryo riddle. This display accomplishes that.

**Design Model:** The school needed something that was inexpensive and functional structural wise. After researching different brands of displays via the internet, I concluded that the nomadic brand display best fit USU's needs. It was compact for easy travel (in airplanes) and easy to set up considering I attend many events on my own.

**Graphics:** We needed something that was eye catching, clever, and unique. With the help of the USU marketing department, we found exactly what we were looking for. I worked with marketing on the development of an idea that I had concerning old main and an aircraft. The outcome was much more than everyone was looking for. It fit our needs exactly and headlines the relationship that the school shares with skywest. The entire bottom portion of the display was written and designed by me. I even provided the jet picture and chose the old main photo.

## FINISHED DISPLAY

- 8 X 10 foot display
- Self-Standing
- Full Color w/ Lights

Here is the finished display.

## EVENT PLANNING

- Exhibit Booth Registration
- Convention Registration X 3
- Essay Contest and Judging
- GES Contracts
- Freight Arrangements
- Travel Accommodations
- Information and Booth Preparation
- Booth Shipment

This phase of the project was the most boring and time consuming. Many arrangements had to be made in advance for the convention. Planning started last September and continued up through the end of the convention

## ESSAY CONTEST WINNERS

Cassie Hanks & Amy Pitcher

Picture

The essay contest was the highlight of my project. In addition to the advantages of exhibiting and the convention, I thought that by taking other students from the school, that they could benefit from the convention and bring that knowledge back to the school curriculum. Entrants had to prepare a 500 word essay on their goals in aviation. The essays were judged by John, Jack, and myself. With Jack choosing the finalists.

## CONVENTION

- Travel to Convention
- Exhibit Set-up
- Meet Potential Students and Contacts
- Pass out program information
- Attend Seminars, Luncheons, Banquets
- Visit other exhibits
- Dismantle Exhibits
- Coming Home

The convention was great. I recommend that anyone, male and female, should take the opportunity to attend. The convention hosted 150 different exhibitors from boeing to aviation schools. We received tons of great free stuff and met many people professionally and personally. The seminars were informative and interesting. We learned everything from how to correctly preflight and airplane to prepare for pilot interviews.

## CONVENTION

- Picture

## CONVENTION

□ picture

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## CONVENTION

□ picture

## CONVENTION

□ picture

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## ADVANTAGES

- Wide Range of Exposure
- Reached 900 potential students in 3 days
  - more than all other career fairs combined
- Contacts with Jet Blue and Continental Express for internships
- Other Contacts:
  - Summit Aviation
  - Jeppesen
  - AOPA
  - Horizon

Reached more potential students in that short time versus the entire years worth of career fairs. Made great contacts with Jet Blue and Continental Express which is invaluable for internships considering everyone wants internships with regionals. Other contacts included Summit Aviation and Jeppesen who is working on discounting products to our students, AOPA, and Horizon with whom I was able to personally deliver 2 flight instructors resumes who is first in line when hiring resumes in July.

## DISADVANTAGES

- Cost \$\$\$
- More appealing literature
- Left over literature
- Attendees missing class

The cost was probably the biggest deterrent. The majority of the costs were not in the convention, but in the display which is a one time investment.

Literature: The literature was informative, but not appealing. Many people opted not to take the pamphlets because it was too jumbled and wordy. We had some literature left over which was an excess cost. This was due to the fact that I planned for 1500 based on convention information and only used 2/3. Next year I will know how to plan better.

Attendees missing class: The convention is during school, so students had to miss classes and tests which had to be made up upon their return.

SEE YOU NEXT YEAR!

□ picture

THANK YOU!

Based on the success of this years convention, the department is making plans to attend next year.

# PROJECT COSTS

USU Flight Operations

**Women In Aviation Convention**

Final Costs

*Exhibit set up begins at 7:00 am on Thursday and exhibit breakdown is at 3:00 pm on Saturday*

**Convention Costs:**

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**Corporate Membership Dues:** \$400.00

**Booth Expenses:**

Exhibit Space 10' by 10' (100 sq. feet) \$ 700.00

Booth Shipment & Delivery \$ 414.57

**Convention Registration:**


Kari's Registration	included
Cassie's Registration	\$ 195.00
Amy's Registration	\$ 195.00

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Total Convention Costs: \$1,904.57

**Travel Costs:**

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Airfare  \$ 318.00 per person \$ 954.00

**Cincinnati Westin Hotel:** (Connected to Cincinnati Convention center via Sky Bridge)

1 Room \$115 per night X 4 nights \$ 550.00

**Transportation:** ( To and From Hotel to CVG) \$ 95.00

**FOOD:**

\$28 per day per person \$ 318.00

---

Total Travel Costs: \$ 1,917.00

Total Convention Costs: \$1,904.57

Total Travel Costs: \$ 1,917.00

---

**Convention Grand Total: \$3,821.57**

## USU FLIGHT OPERATIONS

### Deluxe Display Booth

#### 8 FT Pop-up Display:

Brand: Nomadic

Company: Genesis Exhibit Group  
416 East 850 South  
Brigham City, UT 84302

ITEM/DESCRIPTION	COST:
Pop-up Frame	\$ 990.00
Frame Struts	\$ 300.00
End-caps	\$ 280.00
Rollux Case	\$ 325.00
Halogen Light Kit	\$ 368.00
2 Shelves (w/Brackets)	\$ 200.00
SUB-TOTAL:	\$ 2,463.00

Graphic Print-Out (3 panel X \$350 p/panel)	\$ 1,050.00
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**TOTAL: \$ 3,513.00**

#### Advantages:

- \*The display is only 8 X 6 feet which will better fit the space restraints imposed at Career Fairs
- \*Life-Time Warranty
- \* The Nomadic Brand is extremely light-weight and easy to assemble. It also offers the advantage of adding to the display as needs change.
- \* The Genesis Exhibit Group is located in Brigham City where they stock a full line of replacement parts and will help maintain or repair the display as needed. They are willing to send a coordinator to us at no charge and they will also package and ship the display for the price of freight.
- \*The Graphic Print-out is done on glossy satin paper and laminated with 3 individual layers for long lasting quality

#### Disadvantages:

- \*The cost is more expensive than the accompany bid of 10 Foot Display
- \*The graphic print-out is not included in the price in the display costs
- \*Does not include case conversions

#### GRAPHICS:

Graphics designed was done by the USU marketing department. We were able to save money by using pictures already on hand and by Kari creating the write-ups.

**TOTAL: \$ 1,500.00**

**GRAND TOTAL: \$ 5,013.00**



# SENIOR PROJECT LABOR PLAN

## • 3 Phase Plan

### (1) Event Planning

(Estimate: 25 Hours)

*Planned:*

Begin: September  
Complete: March

*Actual:*

Began: September 14  
Complete: March 21

**Final=19 Hours**

### (2) Display Design

(Estimate: 25 Hours)

*Planned:*

Begin: November  
Complete: February

*Actual:*

Begin: December 4  
Complete: March 6

**Final=46 Hours**

### (3) Convention

(Estimate: 100 Hours)

*Planned:*

Begin: March 19  
Complete: March 23

*Actual:*

Begin: March 19  
March: March 23

**Final=107 Hours**

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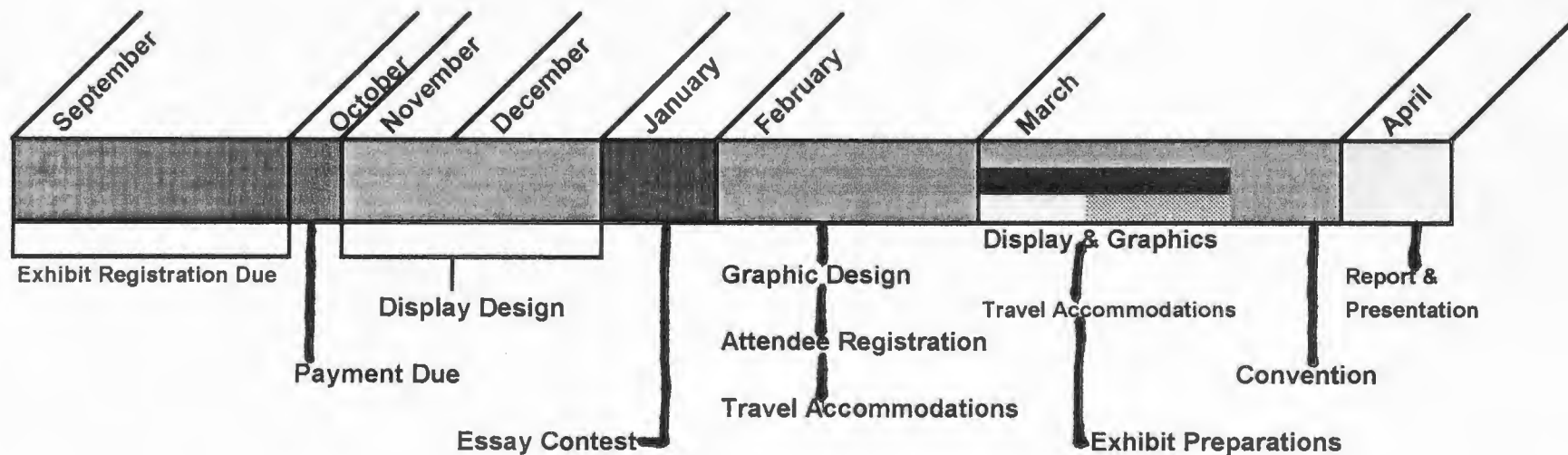
Estimate Total: 150 Hours

Actual Total: 172 Hours

# TIME ALLOCATIONS

172 Total Project Hours

8 Month Project Planning



# ESSAY CONTEST

## USU FLIGHT OPERATIONS

### **Women in Aviation International Convention**

Wednesday, March 19<sup>th</sup>-Sunday, March 23<sup>rd</sup>

### **ESSAY CONTEST**

The USU Aviation Program will be participating as exhibitors at this year's WIAI Convention in Cincinnati, Ohio. We will be holding an essay contest to choose one other woman from the Aviation Program who will accompany Kari Sparks to the convention. All expenses will be paid by the Aviation Program except for some meals.

The essay should be typed and no more than 500-words. *All essays must be turned in to Kari (Airport Room 103) by Friday, January 31!!*

The essay should address the following:

- Your current status in your aviation training  
(Include ratings, hours, endorsements, etc)
- Your Aviation History and goals
- What you have done for yourself to achieve your goals
- Where you see yourself in the next 5 and 10 years
- Demonstrated involvement in aviation activities
- Other applicable information (honors, awards, etc.)

**There will be a meeting held on Friday, January 17 @ 5:00 in the Aviation Club Room (SAMP) room for those students who are interested!** If you have any questions, please call Kari at 787-1346.

All women students are welcome and encouraged to participate!

Winner

*Cassie Hanks*

*"Women in Aviation"*

*Essay*

## *Living a Dream*

Aviation is an intriguing area of interest. The splendor and magnificence seen from the sky is a gratifying experience. I consider myself very lucky to have the privilege to see the world from this perspective. Flight is a remarkable discovery in the eyes of many.

I began my study of aviation in the summer of 2002. I was enrolled in the Utah State University summer flight program. In this program I received my private pilot's license with only two months of training. I then completed the intermediate portion, and am currently working on my instrument rating. I have accrued 98.2 hours, and have enjoyed every minute. I have established concise goals for myself regarding flying, because I find that as I reach the smaller goals, it helps direct me closer to my extended aspirations.

I have always wanted to do something different with my life. As I learned about aviation, and becoming a professional pilot, there wasn't a doubt in my mind that this is what I wanted to do as an occupation. I feel that it is a very noble profession for women to be in. There are many options available involving flight as a career. As of right now my sights are set upon flying commercially. In the next five years, I see myself flying jets for a prestigious company; gaining experience that will put me well on my way to becoming a dignified captain on an airline that flies over seas. This is where I see myself ten years from now. I can't wait for the day when my dreams become realities.

I am a member of the aviation fraternity Alpha Eta Rho, and am a participant in other organizations (i.e Native American club, Polynesian club, swing club, etc.). I have been honored with awards such as the Hope of America award, and was crowned Homecoming Queen my senior year of high school. I was an honor student throughout the entirety of my education before college. I am a leader, and have a dedicated nature. I achieve my goals, and finish whatever it is I start.

As seen from this, I have devoted myself to the flight program, and eagerly await the opportunities that will arise in the near future. I have found flying to be a challenging adventure that I have only begun to embark upon.

One of the most wonderful opportunities that anyone can ever have is that of being able to learn and further their knowledge doing something that they really love and enjoy. I began to pursue a career in the aviation field when I decided to get my pilots license. If there is one thing that I remember the most about growing up it was that in order to accomplish your goals and achieve those goals doing the best you can, it requires determination and focus. So, as I enrolled in the Flight Technology Program I did just that and am now giving everything I have into my education.

One of the greatest challenges that I have faced has simply been the continuing struggle to manage a full time school schedule as well as take care of my two year old son Stetson. I am often questioned about the choice that I have made to continue with my education instead of being a full time mother. My reply to that is that my son will not only watch as his mother successfully achieves her goals but will also have the realization that if you put your determination into something that you love, no matter what the obstacle you can accomplish anything.

I will truly be able to mold the future for myself as well as for my family. In five to ten years I see myself enjoying a job full of challenges and new learning experiences. One of the greatest attributes to the aviation world is the constant flow of new and exciting technologies. In the future I will engulf myself in creating and building upon those great ideas.

Winner

Attending the Woman in Aviation International Conference would be a wonderful opportunity to network and learn from other women who desire the satisfaction of professionalism in their careers.

The recruiting of 26 new Pampered Chef consultants in one year helped me to develop excellent recruiting skills. I would be a very beneficial part to the Utah State University booth in extending the excitement I have with our program with others who share the same interest. Attending conference in Ohio not only is an opportunity to share information about Utah State's aspiring aviation program.

As a Director with Pampered Chef and attending conferences in Chicago and Miami, I have the social skills and ambition to really net work and find information that can benefit myself as well as the school. While I attended a Chicago conference in July of 2002 I was invited to have a formal breakfast with the founder of The Pampered Chef for my outstanding performance as a recruiter. I was able to meet with 50 other consultants at this breakfast. I was able to network with the company presidency before the founder arrived and was able to sit next to her. I made such a strong professional impression on the region sales managers that I was asked to speak to over 30,000 consultants at their next National Conference. Unfortunately I am no longer able to sell and manage such a large sales team due to school and my dedication to earning my flight licenses. I would be honored to represent Utah State at the Woman in Aviation International Conference and would like to thank you for giving me the opportunity to be considered for this accredited event.

Amy Pitcher

January 31, 2003

Kari Sparks  
Administrative Assistant  
USU Aviation Program

Dear Kari,

I have been interested in aviation for some time now. As a hobby a few years ago, I began taking flight lessons and became instantly hooked. I flew out of Ogden airport, with K. W. Aviation every opportunity I had, for about a year, until I moved to Brazil for 18 months. I realized at that time I wanted to pursue aviation as a profession. The idea of a career that provides a balance of fun and excitement with challenge and fulfillment entices me. I have always wanted to find a career that allowed for adventure and the opportunity to be in Mother Nature's great outdoors. Therefore, upon returning to the United States, I applied to Utah State University as a professional pilot major.

Although I have 53 hours of logged flight time, 31 hours were before I entered Utah State University program. Therefore I am just now preparing for my first stage check. I passed the written exam with 83%, and have flown both high and low wing aircraft.

I have enjoyed involvement with Alpha Eta Rho, International Flight Fraternity. My goal is to become part of a network of people who love flight and expose myself to the opportunities available to the women in aviation. Therefore, attendance at the convention in Cincinnati would be invaluable in advancing my knowledge and understanding of the support systems available.

I have had the privilege of flying with four different instructors and have found each to have an individual teaching approach. I keep a journal of their methods and note skills I want to attain. I hope to be instructing after completion of the program in four years. I want to share my love and fascination with flight, exhibit patience and instill confidence. I firmly believe that the teaching of a skill heightens your own understanding.

My ultimate goal is to become a charter pilot in Alaska or other remote location. I seek the opportunity to interact on a more personal level with passengers and share with them the thrill of flight.

Sincerely,

Camille Forsberg



*If the Dream is Big Enough, the Facts Don't Matter*

Ashley M. Boyer  
ITE 2330.001  
Private Pilot Ground School

I am a dynamic individual, often seen sprinting through Death Valley and catching poisonous tree frogs with my bare hands. I ride horses bareback and I am a master swordsman. When I am bored, I build intricate scale models of large U.S. cities with bubblegum and popsicle sticks, and then pretend I am Godzilla. Rocky Balboa has nothing on me. I have a third-degree black belt in Tae-Bo, and a second-degree black belt in gun-kata and kickboxing. I am a Grand Master in chess and a cracker-jack journalist. Last Sunday I solved world hunger, but forgot to write it down. I draw for Disney, direct for DreamWorks, and write for New Line Cinemas---and I have turned down nine Academy Award nominations. I play twelve instruments and have performed with Blink 182, the Rolling Stones, and the Boston Pops Orchestra. President Bush, Alan Greenspan, and the U.N. all have me on speed dial.

I have more internet fan sites than Matt Damon and Christian Bale combined. I taught the Crocodile Hunter everything he knows, and was Liv Tyler's stunt double in *The Lord of the Rings*. Some say I possess Spider Sense and react to things before they occur. I bowl a 300 and make 100 percent of the three-pointers I shoot during any given basketball game. I thrive under pressure. My weekends are spent at the library improving the Dewey Decimal system, while my evenings are spent inventing a Box Elder Bug pesticide. In my spare time I float the Colorado River in an inner tube, and sled down Pike Peak in a saucer. I have conquered Mount Everest and danced atop the Empire State building. I compose symphonies in my head and can recite Shakespeare upon command. I am a MENSA member and a world-champion Scrabble player. Golf bores me. I feed the hungry and I saved the Tongan Hissing Cockroach from extinction. I met George Lucas, flew the Space Shuttle, and hosted a barbecue for the Ethiopian Prime Minister.

But I have not yet realized my dream of flying. For once I tasted flight after crashing my bike in to a curb, I have walked the earth with my eyes turned skyward; for there I have been, and there I long to return (to paraphrase Leonardo da Vinci).

I have not earned any sort of rating yet, but I have taken the first step by enrolling in the flight program at USU. I am daring to dream, and if the dream is big enough, the facts don't matter. I have the ability and desire to succeed; all I need is the chance.

When I was growing up I never really gave much thought on what I was going to do when I got older, it just didn't seem to important to me at the time. I can remember playing outside and looking up in the sky and seeing those white trails of what I thought looked like clouds. I always thought they were funny looking clouds, until one day I saw an airplane making those white lines in the air. Since that day every time I am outside I have this habit to look up in the sky and search for airplanes.

My dream actually started when I was about twelve years old, my father and mother took the family to a United States Air Force show to look at all the planes and see the demonstrations that were to be given by the Thunderbird's. When the F-16s broke the sound barrier I was beside myself with excitement. Now I am 21 years old and when I go outside I still look in the sky for airplanes, big or small. I just started school in the Fall of 2002, so I don't have that much flight experience under my belt right now. The past 2 and a half years I attended Dixie State College in St. George, Utah; while I was there I checked out their aviation program to see what they had to offer. I decided to enroll in Private Pilot ground school, while attending that class I found out that flight is what I really wanted to do. I talked to my flight professor and he suggested that I go up to the airport and take an introductory flight. The introductory flight scared me some, but the longer I was in the air the less I wanted to put my feet back on the ground. To my dismay they shut down the flight program at Dixie and I had to wait a year or so to get up into the air again. All and all I would have to say that my flight experience isn't that great, I have a total of about 19 flight hours. I haven't yet received any of my ratings, but I am hoping to get my private pilot certificate as soon as possible.

School is my main priority in life right now, so my goals in the program are quite high. I would like to get good grades in all of my studies and one of my main goals is to receive all of my ratings some time in the near future. To achieve my goals in school I have motivated myself an awful lot, I have set an academic standard for myself and I try each and every day to achieve that standard, I also tell myself that this is my only shot at life and I have to do well. My life time goal is to be a fighter pilot in the United States Air Force, a commercial pilot, or my own pilot who charter's people around to where ever they desire to go. If I continue to set my goals and chase my dream I know there is nothing in the way to stop me. I know that I am an exceptional student and in the past I have earned several awards; I was the turn-around-student of the year when I was in middle school, I was nominated for the People to People Student Ambassador Program, I also was in the Who's Who Among American High School Students two years in a row, I graduated from high school with honors and I have proceeded to earn my Associates of Science Degree. I know in life you only get one shot and I am trying my best to make my life worth meaning.

Jessica Garbett  
1/21/2003

### Women in Aviation International Convention Essay Contest

I don't know what it is but, aviation has just amazed me ever since I was a little kid. It wasn't until the summer before my senior year in highschool that I realized that I wanted to be a pilot. I guess that the reason everything started to click was because I attended an aeronautical camp in Boise, Idaho for about a month. I got to ride for the very first time in a Cessna 172, even though I got sick a couple of times I still enjoyed every minute of it.

I am a Flight Technology Major with a Business Management Minor. Right now, I'm working towards my Private Pilots licence. My check ride is on Friday, January 31. I have 52.3 hours in the air, passed my Private Pilot's Knowledge test and have graduated from ground school Spring 2002. I'm also enrolled in Instrument ground school. In about 5 years I hope to be graduated from College with my Bachelors Degree, been a flight instructor for a couple of years, and hired at a major airline.

I've done a lot of things to achieve my goals. In order to afford to go to college I saved up in highschool and worked really hard to get straight A's to get a scholarship. I'm an active member of the National Society of Collegiate Scholars. I haven't been that involved in aviation activities that much since I got into the program only because I am already really busy with a part time job, school, flying, and homework. I hope to become part of them soon.

Angela Wendel  
Women in Aviation  
Application Essay

I, much like many others, have had a dream to fly ever since I was young. Until this past summer I did not have enough information to make the dream become a reality.

I moved to Logan in May, 2002 to find a job and work until I would be starting nursing school in August. I knew deep down I never really wanted to be a nurse but at the time I did not know of other options. I did not know about the flight program at all. As I was looking through the classifieds for a job, I saw an advertisement for the summer program to get a private pilots license. I jumped on that not knowing before hand where the funds would come from, but praying that things would work out. Amazingly, things did work out and I began living my dream.

One ultimate decision loomed over me for the whole summer. I wanted to drop nursing and change my major to flight technology but my family was pressuring me otherwise. They thought I was being unrealistic, unpractical and chasing after foolish dreams. I gave great consideration to what they thought but the ultimate thing was this—did I want to be flying or putting in catheters? Well I guess you can tell the route I have chosen!! To make my parents less worried about me I am getting a minor in Chinese and a minor in Management and Human Resources.

Learning how to fly and getting my private pilot's license has been quite the challenge. However, if it was easy I wouldn't love it so much! There have been many uncontrollable hurdles placed in my path which have caused me to be a little slower in obtaining my private pilot's license. I can see how my trials have given me more experience.

I am currently working on my intermediate flight and hope to have that completed within the upcoming month. I am currently enrolled in instrument ground school. Upon completing intermediate I will begin my instrument training.

I am working full time as a security guard to help pay for school. Once I figure out how to juggle everything, I would like to get more involved in aviation clubs and chapters. I have had many good experiences with Civil Air Patrol and am looking forward to joining the closest chapter.

There are several different fields in aviation that I would like to explore upon completing the required flight hours. I feel that whatever knowledge I obtain should be used to help others. One of my career goals is to fly for Life Flight. I believe

that this would be a very rewarding field. I would like to get as much experience as I can in varied fields. Later on I would like to take the knowledge and experience gained and work at a college or university. I hope to help others achieve their dreams to fly. I feel that I have been given this opportunity to live my dreams and therefore, it would be fun to influence others to do the same.

# REPORT BODY

The heart of my project was the Convention itself; therefore, I chose to use pictures along with a brief narrative from myself and the other attendees as the body of my report

## *Kari versus Cincinnati (and Cassie)*

Attending the Women in Aviation Convention has always been a dream of mine. Ever since I started flying three years ago I've heard about how fun and exciting the convention was for other people, but none of this prepared me for my adventures at the 2003 Convention.

Preparations were long and over-whelming. I was beginning to doubt myself and my ability to take on the huge task of coordinating the exhibit and chaperoning two other girls to a city I had never been. My resignation doubled when we arrived in Cincinnati and I lost Cassie at least twice before ever leaving the airport. Every where we went it always seemed that Cassie got herself into some interesting predicament. I ended up taking on a more motherly role and taught her everything from professionalism to table manners. Despite her immature tendencies, Cassie was always the center of attention. Amy and I even started joking that Cassie was Cinderella, and we were the ugly step-sisters. Once the display was set up and Cassie firmly attached to my side, I was able to relax and truly enjoy what the convention had to offer.

The convention was indeed everything everyone had said it to be. I had the time of my life and left with even more determination to become a professional pilot. The seminars ranged from pre-flying an airplane to study habits. I took full advantage of the opportunity and attended every seminar that I could make time for. I learned many new things which will make me a better pilot, student, and person. The exhibits were absolutely spectacular. I think every major company in the industry was represented in some form. The best part, however, had to be all the free stuff they handed out at the booths. I had to check an extra bag on the airplane just to get it all home.

My favorite and most memorable part of the convention was the people I met. Everyone at the convention was friendly and ready help. I never met one person who was not interested in what I was doing in the aviation field and willing to help. I had a Delta captain stop by the booth and help me study for my commercial check ride for at least an hour. He still e-mails once a week to check in on me and test my knowledge. One thing that I will never forget is when I got busted by security going down the up escalator with who I later discovered was an Air Force general. My most memorable friends are most definitely the female Marine pilot's who adopted us at the convention. They always found time to stop at the booth and talk to us about their careers. I was truly inspired and I am now considering a career in the military.

Attending the convention will always be a highlight in my life. I am a better pilot for having attended the convention. I left the convention with a renewed spirit and a sense of belonging. For the first time I never felt out of place or weird for wanting to be a pilot. I know that many students were bitter towards my project because it was so feministic; however, what they don't understand is the purpose of the convention might be women, but the theme is friendship. I only hope that I have the opportunity to go again next year to share this legacy with a new generation of female pilots.



*Cassie Hanks*

## *Cassie in Cincinnati*

I feel so fortunate that I was chosen to be able to go to Cincinnati, Ohio for the Women in Aviation International Convention. It was an absolutely wonderful experience. I met a lot of neat people, and a couple of people that were a few tools short of the toolbox. They however made the trip not only fun, but very interesting. We were able to show people how great it is to attend Utah State, and inform them about the great flight program we have at our school. It was fun to look at all the different booths, and get to know some of the people that could be a part of me getting a job someday. The seminars were very informative, and interesting to listen to. I distinctly remember one on leadership that I was able to take a lot of applicable things back home with me. I really would like to go next year, too. It really made me feel like I can do anything I try if I have enough will power.

Going to Cincinnati was also a cultural lesson to me. I have never really been anywhere, and this gave me a chance to see a place other than Utah. I was very surprised to see that no one has teeth. They really don't! I don't think that they care about that very much, which is kind of weird. We also met a very interesting fellow named Charlie. He was our cab driver on the way back to the Kentucky airport. He told us how he had a PhD from Harvard, and how he invented Nicorette. He also told us that when he tried to take credit from his invention, they tried to kill him, and this is why he is a cab driver today. We tried not to laugh. It was funny; it made the cab ride go faster.

Overall, I had a wonderful time. We were always safe, and we ate really well too. I made a lot of connections with important people, and obtained quite a few business cards. It was very educational, and I would recommend for any woman who is involved with aviation to go. It was a very neat experience, and I am very thankful that I got the opportunity to go.

Amy Pitcher  
Woman in Aviation International Conference

The conference held in Cincinnati allowed me to expand my knowledge for the world of aviation. There were many workshops to attend that helped me to understand and learn more about the subjects that were beneficial to me now as well as in my future. I was also able to network with different employers from airlines to cargo.

The many professionals that attended the conference help to fuel my desire to continue with my goals. I would definitely recommend that the school continue to hold the essay contest to send students to this conference in the future.

# Cincinnati



Kari with the new display



Cassie cheezing for the camera



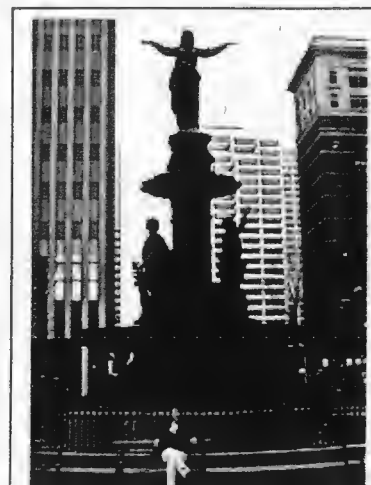
Banquet Saluting 100 Women in Aviation



Saluting 100 Years in Aviation  
Tribute to Orville and Wilbur



The Sights  
of  
Cincinnati



*SENIOR PROJECT*  
Women in Aviation Convention

APPENDIX  
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# 1.....Cost Proposal

# 2.....Display Bid

# 3.....Display Specs

# 4.....Photo Authorization

# 5.....Contractor Forms

# 6.....Program Handouts

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Women in Aviation International

*Cost Proposal*

Thursday, March 20- Saturday, March 22

Cincinnati, Ohio

Cincinnati Convention Center

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# USU Flight Operations

## Women In Aviation Convention

### Cost Proposal

*Exhibit set up begins at 7:00 am on Thursday and exhibit breakdown is at 3:00 pm on Saturday*

#### Convention Details:

**Corporate Membership Dues:** \$400.00 (See Attachment 1)

#### Booth Expenses:

	Corporate Member	Non-Corporate Member
Exhibit Space 10' by 10' (100 sq. feet)	\$ 700.00	\$ 1,100.00
Booth Shipment & Delivery	\$500.00	\$ 500.00

#### Convention Registration: (Prices vary based on if individual is a member of WIA)

*Renting Exhibit space provides one full complimentary Registration and Corporate membership provides conference discount at Individual Member rate*

	Individual Membership	Non-WIA Member	Corporate Member	Non-Corporate Member
1 Person	\$ 195.00	\$ 260.00	\$ -	\$ -
2 Persons	Same	Same	\$ 195.00	\$ 260.00

#### Delta Airfare: (Costs are based on current prices. Airfare is projected to decrease and "Buddy Passes" may be available)

Depart: SLC March 19 at 1:00 pm and arrive at CVG at 9:30 pm (3-5 hour lay-over in LAS)

Arrival: CVG March 22 at 6:00 pm and arrive at SLC at 1:00 am (2 hour lay-over in LAS)

2 Persons \$530 round-trip per person \$ 1,060.00

#### Cincinnati Westin Hotel: (Connected to Cincinnati Convention center via Sky Bridge)

1 Room \$115 per night X 3 nights \$ 345.00

#### Transportation: (To and From Hotel to CVG)

Limo Service \$14.00 one way X 2 \$ 28.00

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<b>Convention Grand Total:</b>	<b>\$3,228.00</b>	<b>\$ 3,293.00</b>
	<i>(Corporate)</i>	<i>(Non-Corporate)</i>

<i>Corporate Savings:</i>	<b>\$ 65.00</b>
<i>(plus Advertising Benefits)</i>	



# Women in Aviation

yesterday, today and tomorrow

Women have been involved in aviation since its earliest days. From E. Lillian Todd, who designed and built aircraft in 1906 to Helen Richey, who became the first woman airline pilot for a regularly scheduled airline in 1934, women have assumed a variety of roles in the industry. At the close of the 20th century, Astronaut Eileen Collins became the first female Space Shuttle Commander.

During the last two decades, the number of women involved in the aviation industry has steadily increased and today women can be found in nearly every aviation occupation. However, the numbers are small by comparison. Women pilots, for example, represent only six percent of the total pilot population.

At the first Annual International Women in Aviation Conference in 1990, participants recognized the need for more women in the industry. Following a number of successful conferences, Women in Aviation, International (WAI) was established as a professional, nonprofit organization in 1994.

Today, WAI has more than 7,000 members worldwide, including aviation professionals, students and enthusiasts as well as corporations, organizations and educational institutions. Women and men from all segments of the industry, including general, corporate and commercial aviation, education, government and the military, are eligible for WAI membership.

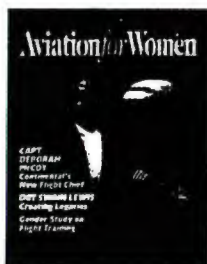
Due to a strong commitment in promoting women in the aviation industry and support from its corporate members, WAI has gained wide recognition. This recognition is evident from partnerships with NASA, the FAA and other organizations.

Your organization can make a difference in tomorrow by joining Women in Aviation, International today!

## Corporate Membership Benefits

Your organization's dues investment will be returned through your savings on...

**Advertising Discounts** in *Aviation for Women* magazine and the Annual Conference program.



**Publications** including *Aviation for Women* magazine. WAI mailings are sent to one corporate member-designated representative.

**Exhibit Discount** at Annual Conference.

**Visibility**

through complimentary listings in association publications.

**Conference Discount** for one representative at the Individual member rate.



**"Rockwell Collins is a proud member of Women in Aviation, International. Recognizing the value of diversity in our workplace is a cornerstone of our success."**

—Karen C. Tripp  
Vice President, Communications  
Rockwell Collins

**"At Cessna, we are committed to providing challenging opportunities to women today and in the future, just as we are to building the highest quality aircraft in the world. We support Women in Aviation, International because it is a first-class organization, which strives to promote and encourage women to achieve their ultimate goal in aviation."**

—Marilyn Richwine  
Vice President, Corporate Communications  
Cessna Aircraft Company

☐ Our organization would like to support Women in Aviation, International.

Company/Organization \_\_\_\_\_

Representative's Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ Country \_\_\_\_\_

Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-mail \_\_\_\_\_

**ANNUAL CORPORATE MEMBERSHIP DUES**  
\$400

### FORM OF PAYMENT

☐ MasterCard ☐ VISA  
☐ Check (Payable to Women in Aviation, International)

Account Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder's Name (Print) \_\_\_\_\_

Authorized Signature \_\_\_\_\_  
(sign as name appears on credit card)

**Send application to: Women in Aviation, International**  
101 Corsair Drive, Daytona Beach, FL 32114  
Fax: (386) 226-7998

# Preliminary Conference Schedule

## Tuesday, March 12

3:00–5:00 PM Registration Desk Open

## Wednesday, March 13

8:00 AM–5:00 PM IA Renewal Seminar  
8:30 AM–4:30 PM Registration Desk Open  
9:00 AM–12:00 PM Aerospace Educators' Workshop  
11:45 AM–12:30 PM WAI Membership Meeting  
1:00 PM–6:00 PM Exhibits Open  
1:00 PM–4:00 PM Professional Development Seminars  
4:30 PM–6:00 PM College/University Social Gathering  
6:00 PM–7:30 PM Opening Reception  
7:30 PM–9:00 PM FAA Safety Seminar

## Thursday, March 14

7:00 AM–8:30 AM Press Breakfast  
8:30 AM–4:30 PM Registration Desk Open  
9:00 AM–10:30 AM General Session *sponsored by the Air Line Pilot's Association*  
10:30 AM–11:00 AM Refreshment Break with Exhibitors *sponsored by Boeing*  
10:30 AM–5:00 PM Exhibits Open  
12:00 PM–1:30 PM Luncheon *sponsored by Northwest Airlines (ticket required)*  
1:45 PM–4:45 PM Concurrent Sessions  
5:00 PM–6:00 PM Special Interest Group Meetings

## Friday, March 15

8:30 AM–3:00 PM Registration Desk Open  
9:00 AM–10:30 AM General Session  
10:30 AM–11:00 AM Refreshment Break with Exhibitors  
10:30 AM–5:00 PM Exhibits Open  
12:00 PM–1:30 PM Lunch on your own  
1:45 PM–4:45 PM Concurrent Sessions  
6:00 PM–7:00 PM Reception *sponsored by The Alaska Airlines Group*  
7:00 PM–10:00 PM Banquet and Pioneer Hall of Fame *sponsored by Cessna, Bell Helicopter-Textron, Rockwell Collins (ticket required)*

## General Session Speakers (invited)

**Patricia Cornwell**, *New York Times* best-selling author  
**Hoot Gibson** and **Rhea Seddon**, astronauts  
**Gary Hay**, President, Cessna Aircraft Company  
Honorable **Norman Mineta**, Secretary of Transportation  
**Denise Waters**, round the world and air racing pilot  
**Industry Leaders Panel:**  
**Carol Hallett**, President, Air Transport Association  
**Jack Olcott**, President, National Business Aviation Association  
**Tom Poberezny**, President, Experimental Aircraft Association

## Educational Sessions (preliminary)

Spin Training  
It's Clear on Top  
London To Sydney Air Race  
Airline Pilot Panel  
Eating Healthy on the Run  
The Changing Face of Aircraft Accident Investigation  
Where are We Now and What Does the Future Look Like?  
Airport Career Opportunities and Tips on Maneuvering through the Civil Service Process  
Viability of Dispatchers in the Airline Industry  
Managing Your Financial Resources to Achieve Your Life Goals  
Inspection, Repair and Care of Aircraft Transparencies and Landing Light and Wing Tip Lenses Repair and Coatings  
Outdoor Lasers and Their Effects on Aviation and Aviators  
Refractive Surgery in the Civil Airman Population: Differences between Female and Male Pilots  
Foundation for Change: Flight Discipline and Airmanship  
Corporate Flying Within the FARs – Part 91  
Intellectual Property Basics for the Aviation Professional  
Changes to 14 CFR Part 91 and 14 CFR 135 in the 'Fractional' NPRM  
The Green Engine and Green Factory  
Creating and Operating a World Class Training Center  
How to Start a WAI Chapter  
Over Eighty and Still Flying  
Women in Aviation History  
The Powder Puff Derby of 1929  
Report of National Survey Results: Retention of Women in Aviation  
The Evolution of Female Pilots



Booth	Exhibitor	Booth	Exhibitor
330	6th Marine Corps District	320	<i>General Aviation News</i>
326	AIR, Inc.	506	Greater Cincinnati CVB
129	Air Line Pilots Association (ALPA)	413	Gulfstream Academy of Aeronautics
202	Air Race Classic	221	Horizon Air
618	Airbus North America	229	Intl. Society of Women Airline Pilots (I
225	Aircraft Electronics Association	512	Intl. Women's Air & Space Museum (I
627	Aircraft Window Repairs Company	127	Jeppesen
607	AirLifeLine	105	JetBlue Airways
510	Airline Ground Schools, Inc.	103	LeTourneau University
524	AirTran Airways	231	Mesa Airlines 1st Officer Training
219	Alaska Airlines	203	Middle Tennessee State University (MT
228	America West Airlines	601	Mitre/CAASD
518	American Trans Air (ATA)	431	NASA-Aerospace Technology
200	Ann Cooper Books and Aviation Art	603	National Air & Space Museum
107	<i>AOPA Flight Training Magazine</i>	205	National Air Traffic Controllers Associa
407	Assoc. for Women in Aviation Maintenance (AWAM)	405	National Business Aviation Association
401	Atlantic Coast Airlines	623	NIFA and Alpha Eta Rho
606	Atlantic Southeast Airlines (ASA)	207	The Ninety-Nines
322	Atlas Air, Inc.	613	North Central Institute
534	Author's Table	424	Northwest Airlines, Inc.
630	Aviation Employment Placement Services (AEPS)	609	Pacific Southwest Instruments
415	Aviation Jewelry by Port to Port Air	504	Pan Am International Flight Academy
528	Aviation Supplies & Academics, Inc. (ASA)	211	Parks College, St. Louis University
232	Aviation Week	624	Pratt & Whitney
630	AviationCareer.net	109	Raytheon Aircraft Company
418	The Boeing Company	209	Rockwell Collins
400	Bombardier Aerospace	230	Sennheiser Electronic Corporation
419	CAE SimuFlite Training International	227	Signature Flight Support
310	Cage Consulting	206	Southwest Airlines
301	Cessna Aircraft Company	409	Spartan School of Aeronautics
500	Civil Air Patrol	101	Speed, Props & Pylons
511	Comair Airlines	411	Trade-A-Plane
223	Comair Aviation Academy	300	U.S. Air Force Health Professions
533	Continental Airlines	302	U.S. Air Force/Reserve/Guard
612	Delta Air Lines	435	U.S. Centennial of Flight Commission
204	DTC DUAT Service	611	U.S. Coast Guard
615	Dyn Corp DUATS	201	U.S. Customs Service
332	Elizabeth & the Gold Lady	328	U.S. Space & Rocket Center
430	Embry-Riddle Aeronautical University	625	United Airlines
530	Executive Jet Aviation	213	United Parcel Service (UPS)
532	Executive Jet/Ohio State University	526	University Aviation Association (UAA)
226	Experimental Aircraft Association (EAA)	324	University of North Dakota Aerospace (I
507	FAA Aerospace Weather	621	USA 3000 Airlines

## GENESIS EXHIBIT GROUP

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December 2, 2002

UTAH STATE UNIVERSITY  
Purchasing Services  
East Campus Office Building  
1330 East 700 North  
Logan, Utah 84322-8300

Attn: Owen J. Brower

Subject: Request for Quotation, Bid Number B007720

Sir,

Genesis Exhibit Group is pleased to provide a bid per the referenced bid Number. The bid is as follows:

- One 8 ft curved display consisting of the following components.
  - Mercury 3 X 3 quad classic curved frame in a plastic bag
  - 6 3 quad high connected struts
  - 2 fabric, 3 quad high end panels
  - 1 Rollux case
  - 1 halogen light kit ( case with 2 halogen lights with compatible connecting foot )
  - 2 shelves with two brackets each

Structure cost-----\$ 2,470.00

Graphic Panels

-3 three quad high, \$ 299.00 ea-----\$ 897.00

Total-----\$ 3,367.00

Alternate Bid, same as above but 10 ft curved ( 4 X 3 quad )

Structure -----\$ 2,850.00

Graphic Panels

-4 three quad high @ \$ 299.00/ea -----\$ 1,196.00

Total -----\$ 4,046.00

This Quotation is firm for 90 days. The product will be available Three ( 3 ) weeks from order date

Terms are 50 % down with placement of order as this is a custom, made to order item with color of end caps specified when ordered. The remainder is the cost is due upon delivery. No State Sales Tax is included in the costs .

Costs are also based on receipt of an electronic file suitable for printing from Utah State University. Genesis Exhibit Group has the capability to create the graphic files in cooperation with the customer at the customer's request. Genesis charges \$ 55.00/hr for graphic preparation. Print process will be by high quality ink-jet on plastic laminate sheet and include attach and base structure and magnetic strip to Nomadic Specification.

Genesis Exhibit Group's primary customer is Flying J Inc. Reference as to quality and timeliness of Genesis work may be obtained from Ms Virginia Parker, Telephone Number 801-624-1171. Genesis is the contractor for Flying J Trade Show Displays and has produced/provided both display structures and graphics for their National Tradeshow.

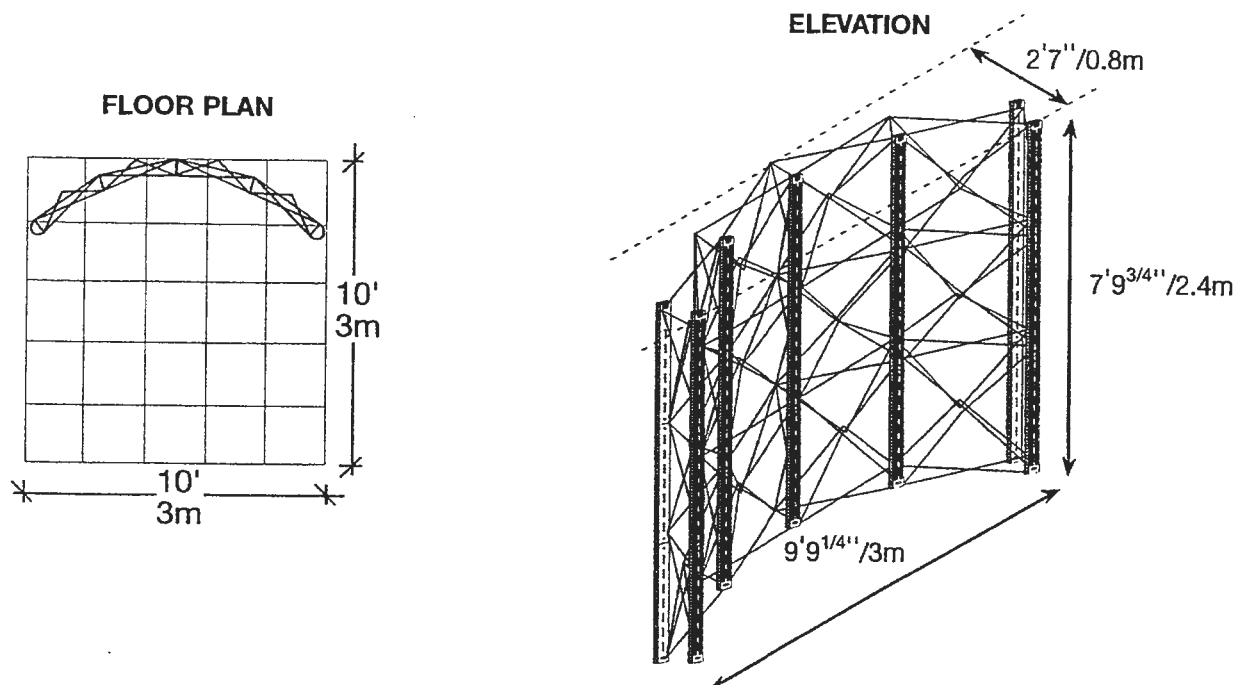
Genesis is pleased to provide this quote. If there are any questions, please call or write.

Sincerely

Ivan C Swenson, President

P. S. Nomadic displays are fully guaranteed from defects, Repairs need from usage may be obtained by sending the items back to Nomadic, The customer pays the freight to the factory. Nomadic will make repairs and send the structure back free of charge.

Literature on Nomadic Displays is being sent under seperate cover.



Code	Qty.	Description	Total Lbs.	Unit Price	Total Price
C34	1	3x4 Classic Frame in a Nylon Bag	9.75	\$1,320	\$1,320
MSC3	7	Three Quad High Connected Strut	14.00	\$50	\$350
*CRE	2	RollEase Case	30.00	\$220	\$440
<b>CRE010</b>	<b>1</b>	<b>Neptune #2 Frame System in RollEase Cases</b>	<b>53.75</b>		<b>\$2,110</b>
*CRL	2	Rolluxe Case	50.00	\$325	\$650
<b>CRL010</b>	<b>1</b>	<b>Neptune #2 Frame System in Rolluxe Cases</b>	<b>73.75</b>		<b>\$2,320</b>

### Suggested Accessories (Extra cases may be required)

TOO008	1	Rolluxe Counter Conversion Kit	25.50	\$450	\$450
TSM003	1	40"/1m FabriCounter in a ShowMate Case	36.80	\$765	\$765
LRE004	1	Set of 5 Incandescent Lights and ElectroStrut in a Light Carton	7.30	\$415	\$415
LRL004	1	Set of 5 Incandescent Lights and ElectroStrut in a Short Cylinder For Rolluxe	7.30	\$415	\$415
SSCE	1	Classic External Shelf with 2 Brackets	2.90	\$100	\$100
LRE006	1	Set of 2 Large Halogen Lights and ElectroStrut in a Light Carton	4.58	\$368	\$368
FPC3	1	Three Quad High Classic Fabric Panel	5.00	\$175	\$175
FEU3SF	1	Three Quad High Small Flat Fabric End Cap	2.25	\$135	\$135
FEU3SR	1	Three Quad High Small Round Fabric End Cap	2.50	\$140	\$140

\* REMINDER: One case is supplied empty for graphics.

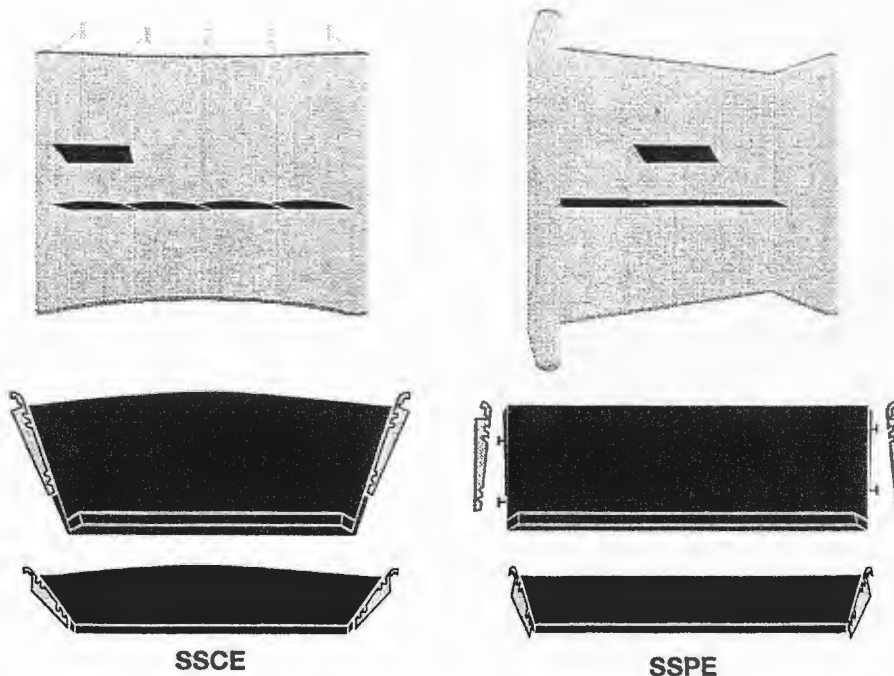
Notes: Maximum Rolluxe Counter/Pedestal load is 100 lbs/46 kg.

Maximum FabriCounter load is 40 lbs/18 kg.

Maximum External Shelf load is 20 lbs/9 kg.

## Nomadic Display®

### Shelves Plastic External



<u>Code</u>	<u>Qty.</u>	<u>Description</u>	<u>Total Lbs.</u>	<u>Unit Price</u>	<u>Total Price</u>
SSCE	1	Classic External Shelf with 2 Brackets	2.90	\$100	\$100
SSPE	1	Plus External Shelf with 2 Brackets	3.50	\$100	\$100

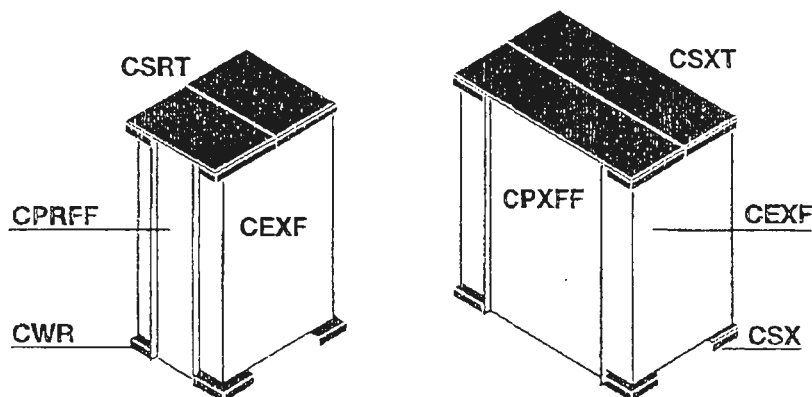
### Replacement Parts

SBU	1	Universal Bracket for Classic and Plus External Shelf	0.06	\$6	\$6
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**CAUTION:** Do not use external shelves on Plus backwalls without wings.  
Do not use external shelves on Classic frames less than 3 quads wide.

**Notes:** Maximum External Shelf load is 20 lbs/9 kg.  
Maximum Waterfall Bracket load is 10 lbs/5 kg.  
Classic External Shelf dimensions are 1 1/4"H x 29 1/2"W x 10 3/4"D.  
Plus External Shelf dimensions are 1 1/4"H x 30 1/2"W x 11"D.

## 3 • Counters and Tables

**Nomadic**  **Instand®**Counters  
Rolluxe Pedestal & Counter

<u>Code</u>	<u>Qty.</u>	<u>Description</u>	<u>Total Lbs.</u>	<u>Unit Price</u>	<u>Total Price</u>
CSRT	1	Rolluxe Pedestal Top Shelf	4.40	\$80	\$80
CWR	2	Rolluxe Pedestal Wheel Stop	1.80	\$25	\$50
CPRFF	2	Rolluxe Pedestal Front Fabric Panel	5.80	\$60	\$120
CEXF	2	Rolluxe Fabric End Cap	5.20	\$75	\$150
<b>TOO007</b>	<b>1</b>	<b>Rolluxe Pedestal</b>	<b>17.20</b>		<b>\$400</b>
CSXT	1	Rolluxe Counter Top Shelf	7.50	\$100	\$100
CSX	2	Rolluxe Counter Wheel Stop	1.60	\$25	\$50
CPXFF	2	Rolluxe Counter Front Fabric Panel	11.20	\$75	\$150
CEXF	2	Rolluxe Fabric End Cap	5.20	\$75	\$150
<b>TOO008</b>	<b>1</b>	<b>Rolluxe Counter</b>	<b>25.50</b>		<b>\$450</b>

Notes: Maximum Rolluxe Counter/Pedestal load is 100 lbs/46 kg.  
 Rolluxe Pedestal exterior dimension is 42"H x 22"W x 21 1/4"D.  
 Rolluxe Counter exterior dimension is 42"H x 35 1/4"W x 21 1/4"D.

**Nomadic**  **Display®**



Web Mail - Photo ID: 176411

Delete
 File
 Create
 Reply
 Reply All
 Forward
 Previous
 Next
 Options
 Index
 Help

**Date Sent:** Monday, February 24, 2003 8:06 AM

**From:** scott dahl <scott.dahl@usu.edu> [Add to Address Book](#)

**To:** Kari Sparks <karia@cc.usu.edu>

**Subject:** FWD: Photo ID: 176411

**Status:** ☐ Urgent ☐ New

Kari:

Permission was granted. Read below...

sd

-----Original Message-----  
 From: PixAir [pixair@pixway.com]  
 Sent: Sunday, February 23, 2003 11:40 PM  
 To: Scott Dahl  
 Subject: Re: Photo ID: 176411

Hello Scott

Yes, you may use it ...

Regards  
 Robert

[www.pixway.com](http://www.pixway.com)

----- Original Message -----  
 From: "Scott Dahl" <scott.dahl@usu.edu>  
 To: <pixair@pixway.com>  
 Sent: Friday, February 21, 2003 10:07 PM  
 Subject: Photo ID: 176411

> I am seeking permission to use photo ID: 176411 (Thai Airlines flight deck) for an exhibit booth graphic for the Utah State University Aviation Technology program.

>

> The purpose of the booth is to recruit high school students to the professional pilot and aviation maintenance B.S. programs at Utah State. It will be used at high school open houses.

>

> Thank you.

>

> Scott Dahl

>


> -----  
 > Message was sent using the mail interface on Airliners.net  
 > <http://www.airliners.net/search/photo.search?id=176411>  
 >  
 > To uphold the good reputation of the photographer












community, please try to reply to photo usage requests.



[Click here to enter secure mode.](#)

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 WebMail - RE: CRJ graphic final

 Delete  File  Create  Reply  Reply All  Forward  Previous  Next  Options  Index  Help

**Date Sent:** Friday, February 21, 2003 2:22 PM

**From:** Scott Vest <SVest@skywest.com> [Add to Address Book](#)

**To:** KARI

**Subject:** RE: CRJ graphic final

**Status:** ☐ Urgent ☐ New

Looks good Kari.

Scott

-----Original Message-----

**From:** KARI [[KARIA@cc.usu.edu](mailto:KARIA@cc.usu.edu)] Sent: Friday, February 21, 2003 10:27 AM

**To:** svest@skywest.com

**Subject:** CRJ graphic final

Scott,

Here is the final of the CRJ that we will be using on the display. Keep in mind the picture is fuzzy because it is a PDF screen capture. The original will be crisp and clear. Also, there will be a few changes to the bottom of the display, but nothing effecting the jet.

Let me know what you think!

Thanks.

Kari Sparks



Click [here](#) to enter secure mode.

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# material handling order form



R-1HA

RETURN TO:

GES Exposition Services  
900 Grier Drive Las Vegas, NV 89119  
Phone: (800) 475-2095 • FAX: (866) 329-1437  
International Exhibitors Only  
Phone: (702) 263-1592 • FAX (702) 263-1520

DEADLINE DATE: February 18, 2003

All orders are governed by the GES Payment Policy and Limits of Liability and Responsibility

GES

**Women in Aviation International**  
Cincinnati Convention Center  
March 20-22, 2003

COMPANY: Utah State University Aviation Program KARLA@CC.USU.EDU  
AUTHORIZED CONTACT SIGNATURE: Kari A. Sparks DATE: 13 Feb 03  
BOOTH NUMBER: #450

**CERTIFIED WEIGHT TICKETS ARE REQUIRED FOR ALL SHIPMENTS.** Drivers with inbound shipments must check in at the GES warehouse or exhibit site by 2 PM to be guaranteed same day unloading.

**ADVANCE SHIPMENTS TO GES WAREHOUSE:** (200 lb. minimum per shipment)  
GES will receive uncrated carpet and pad at the warehouse. A special handling charge will apply on these shipments.  
**Rates include:** unloading crated freight (the warehouse cannot receive uncrated shipments); storing at warehouse for up to 30 days; reloading onto trucks and delivery to the exhibit site; unloading freight and delivery to your booth; picking up, storing, and returning empty shipping containers; and reloading freight for return to your specified destination from exhibit site. The rates for this service are:

	ST/OT	\$ 83.05 cwt	\$166.10 min
	OT/OT	\$ 99.65 cwt	\$199.30 min
<b>Crated Shipments</b>			
<b>Requiring Special Handling*</b>	ST/OT	\$103.70 cwt	\$207.40 min
	OT/OT	\$124.45 cwt	\$248.85 min

**DIRECT SHIPMENTS TO EXHIBIT SITE:** (200 lb. minimum per shipment)  
**Rates include:** unloading freight and delivery to your booth; picking up, storing, and returning empty shipping containers; and reloading freight for return to your specified destination.

<b>Crated Materials</b>	ST/OT	\$ 73.50 cwt	\$147.00 min
	OT/OT	\$ 88.20 cwt	\$176.40 min
<b>Uncrated Materials</b>	ST/OT	\$ 97.80 cwt	\$195.60 min
	OT/OT	\$117.35 cwt	\$234.70 min
<b>Crated Shipments</b>			
<b>Requiring Special Handling*</b>	ST/OT	\$ 91.90 cwt	\$183.75 min
	OT/OT	\$110.25 cwt	\$220.50 min

**SMALL PACKAGE:** Cartons and envelopes received without documentation will be delivered without guarantee of piece count or condition. Maximum weight is 50 lbs. per shipment, per delivery. Includes UPS and Federal Express shipments. All shipments received via air carrier that do not fall in to the small package category may be subject to special handling charges.

First Carton	\$ 40.00
Each Additional Carton	\$ 10.00

\*NOTE: Crated shipments requiring special handling include shipments that are loaded and/or packed in such a manner as to require additional handling (such as ground unloading, side door unloading, constricted space unloading, designated piece unloading, or stacked shipments). Also included are shipments mixed on the truck, multiple shipments/delivery areas, and shipments without delivery receipts, such as UPS & FedEx.

**Straight Time:** Monday through Friday 8:00 AM to 4:30 PM. Trucks signing in after 2 PM may be charged at the overtime rate.  
**Overtime:** All other times, Saturdays, Sundays, Holidays.  
Use "ST/ST" rate if freight will be handled on straight time into the show and out of the show.  
Use "ST/OT" rate if freight will be handled one way on straight time and one way on overtime, either into the show or out of the show.  
Use "OT/OT" rate if freight will be handled on overtime into the show and out of the show.

## CALCULATION OF MATERIAL HANDLING CHARGES

We understand that your calculation is only an estimate. Invoicing will be done from the actual weight. Adjustments will be made accordingly.

We will be shipping:	125 lbs. @ 83.05 per 100 lbs., 200 lbs. minimum per shipment	\$ 166.10
We will be shipping approximately	number of pieces.	
Our shipment will be sent to <input checked="" type="checkbox"/> Exhibit Site <input type="checkbox"/> Warehouse on:	March 10 via: <u>Domestic Freight</u>	

1. Total Estimated Charges	\$ 166.10
2% Service Tax	\$ 3.33
2. 30% Late Arrival Surcharge	\$ -
3. Payment Enclosed	\$ 169.43

## ARRIVAL DATES AND SURCHARGES FOR SHIPMENTS

PLEASE SCHEDULE CAREFULLY TO MINIMIZE SURCHARGES!

**Advance March 12, 2003** Last day for crated shipments to arrive at advance warehouse without surcharge.  
A 30% (\$25.00 minimum) late arrival surcharge based on the above rates will apply to each shipment received at the advance warehouse after this date.

**Direct March 19, 2003** First day for shipments to arrive at the exhibit site.

**SAVE TIME • SAVE MONEY • ORDER ONLINE** [www.gesinterkit.com](http://www.gesinterkit.com)

Show Code: 533845 — Deadline: March 11, 2003 @ 11:59pm EST

Cincinnati  
53-0303-01163 IMAAC

material handling order form



## key information



## Women in Aviation International

Cincinnati Convention Center  
March 20-22, 2003

RETURN TO:  
GES Exposition Services  
900 Grier Drive, Las Vegas, NV 89119  
Phone: (800) 475-2098 • FAX: (866) 329-1437  
International Exhibitors Only  
Phone: (702) 263-1592 • FAX (702) 263-1520

DEADLINE DATE: February 18, 2003

All orders are governed by the GES Payment Policy and Limits of Liability and Responsibility

COMPANY

Wish State Aviation Program

E-MAIL ADDRESS

KABIA@cc.usu.edu

BOOTH NUMBER

450

AUTHORIZED CONTACT SIGNATURE

AUTHORIZED CONTACT PLEASE PRINT

X

## Inbound Freight Information

Carrier Overnite Freight Shipped By USU Aviation Tech. Date 03/04/03  
Number of Pieces 2 Weight 125 Pro Number \_\_\_\_\_  
Target Date March 10 Loose Display \_\_\_\_\_ Crated Display (1 crate w/ box)  
Shipped To: (Check One) ☒ Warehouse ☐ Showsite

## Did You Order —

Electrical ☒ Yes ☐ No Electrical Under Carpet ☐ Yes ☒ No  
Electrical Drawings ☐ Attached ☐ Sent to the Official Electrical Contractor ☒ With the Exhibit  
Booth Cleaning ☐ Yes ☒ No Other Items \_\_\_\_\_  
Furniture ☐ Yes ☒ No \_\_\_\_\_  
A/V Furniture ☐ Yes ☒ No \_\_\_\_\_  
Telephone ☐ Yes ☒ No \_\_\_\_\_

## Outbound Freight Information

Outbound Freight Charges \_\_\_\_\_ Consigned To \_\_\_\_\_  
☒ Prepaid ☐ Collect Address \_\_\_\_\_  
☐ Bill To \_\_\_\_\_ City/State/Zip \_\_\_\_\_  
\_\_\_\_\_ Second Consignee \_\_\_\_\_  
\_\_\_\_\_ Address \_\_\_\_\_  
☐ GES Storage City/State/Zip \_\_\_\_\_  
Method ☐ GES Logistics ☒ Common Carrier ☐ AirFreight ☐ Vanline ☐ Other \_\_\_\_\_  
Carrier (if known) Overnite Freight  
Contact Steve Phone 1-800-457-3082

## Emergency Contact Information / Showsite Contact

Name Kari Sparks Title Admin Assistant  
Telephone (435) 787-1346  
Other Means of Contacting This Person (435) 760-2853  
Contact's Hotel Westin Hotel Arrival 3/19/03 Departure 3/23/03  
Purchasing Authorization ☒ Yes ☐ No

I'm currently not aware of the requested information, Call  
me if any questions.

GES

key information



SAVE TIME • SAVE MONEY • ORDER ONLINE

www.gesinterkit.com

Show Code: 533845 — Deadline: March 11, 2003 @ 11:59pm EST

Cincinnati

53-0303-01163 RWAC

# Registration: WAI Conference 2003

If you are not a WAI Member, use the Membership Form on the right to join now and save on this registration.

Name Amy Pitcher WAI Membership Number 13037  
☐ New Member (please complete Membership Form) ☐ Renewing Member (please complete Membership Form) ☐ Request Address Change  
 Preferred First Name for Badge Amy  
 Aviation Affiliation/Occupation Student  
 Company/Educational Institution Utah State University Aviation Technology  
 Address ☐ home ☒ work 64 west center rd Box 219  
 City Hyde Park State/Province Utah  
 Zip/Postal Code 84318 Country USA  
 Phone ☒ home ☐ work (435) 757-6667 E-mail address \_\_\_\_\_

## Register Early and SAVE!

**Early Registration** (by January 10, 2003)

- ☐ Full Registration (includes opening reception, luncheon and banquet)  
☐ Student, Full Time (includes opening reception and luncheon, banquet not included)

**General Registration** (by March 7, 2003)

- ☐ Full Registration (includes opening reception, luncheon and banquet)  
☐ One Day (opening reception and meals not included) ☐ Thursday ☐ Friday ☐ Saturday  
☒ Student, Full Time (includes opening reception and luncheon, banquet not included)

**On-site registration fee will be \$100 additional.**

**I would like to order the following tickets:**

- |  |   |                                   |
|--|---|-----------------------------------|
| # _____ Tour: GE Aircraft Engines (choose only one tour)                               | no additional cost                                  | no additional cost                |
| # _____ Tour: Dayton, Ohio-\$25 per person (lunch not included) (choose only one tour) | <input type="checkbox"/> \$ _____                   | <input type="checkbox"/> \$ _____ |
| # _____ Flight Instructor Refresher Clinic-\$150 member; \$195 non-member              | <input type="checkbox"/> \$ _____                   | <input type="checkbox"/> \$ _____ |
| # _____ Extra opening reception or opening reception only-\$10 each                    | <input type="checkbox"/> \$ _____                   | <input type="checkbox"/> \$ _____ |
| # _____ Extra luncheon or luncheon only-\$40 each                                      | <input type="checkbox"/> \$ _____                   | <input type="checkbox"/> \$ _____ |
| # <u>1</u> Extra banquet or banquet only-\$65 each                                     | <input checked="" type="checkbox"/> \$ <u>65.00</u> | <input type="checkbox"/> \$ _____ |

**I would like to sponsor a student/unemployed member:**

- |                                       |                                   |                                   |
|---------------------------------------|-----------------------------------|-----------------------------------|
| # _____ Student members-\$125 each    | <input type="checkbox"/> \$ _____ | <input type="checkbox"/> \$ _____ |
| # _____ Unemployed members-\$235 each | <input type="checkbox"/> \$ _____ | <input type="checkbox"/> \$ _____ |

Total Payment

\$ 210.00

- ☐ First time attendee ☐ I would like to volunteer at the Conference

**Reservations-I plan to attend the following Seminars and Workshops:**

- |  |                    |
|--|--------------------|
| <input type="checkbox"/> FAA Maintenance Recurrent Training (Thursday, March 20 8:00 AM-5:00 PM) | no additional cost |
| <input type="checkbox"/> Aerospace Educators' Workshop (Thursday, March 20 9:00 AM-12:00 PM)     | no additional cost |
| <input type="checkbox"/> FAA Safety Seminar (Thursday, March 20 7:30-9:00 PM)                    | no additional cost |

**Reservations-I plan to attend ONE of the following Professional Development Seminars (select only one):**

- |  |                    |
|--|--------------------|
| <input type="checkbox"/> Building Cathedrals: Six Practices for Effective Leadership (Thursday, March 20 1:00-4:00 PM) | no additional cost |
| <input type="checkbox"/> Get Out of Your Own Way (Thursday, March 20 1:00-4:00 PM)                                     | no additional cost |

**Refund Policy:** Full refunds for cancellations will be given until January 17, 2003. From January 18th through March 5th, the registration fee less \$50 will be refunded. After March 5th no refunds will be given. Please allow six weeks for processing of refunds.

Registrations are accepted only with accompanying check or credit card payment (no purchase orders). If paying for more than one registration, send all registration forms together with payment.

**Form of Payment (must be payable in U.S. funds)**

- ☐ MasterCard ☒ VISA ☐ Check (Payable to Women in Aviation, International)

Account Number 4246 0406 0771 7822

Expiration Date 11/04

Cardholder's Name (Print) John Rutledge

Authorized Signature \_\_\_\_\_  
 (sign as name appears on credit card)

- |             |  |
|-------------|--|
| 1. Mail     | Women in Aviation, International<br>P.O. Box 11287<br>Daytona Beach, FL 32120-1287 |
| 2. Fax      | (386) 226-7998   |
| 3. Web site | www.wiai.org   |

**COMPLIMENTARY EXHIBITOR REGISTRATION**

# Registration: WAI Conference 2003

If you are not a WAI Member, use the Membership Form on the right to join now and save on this registration.

Name Cassie Hanks WAI Membership Number \_\_\_\_\_

☐ New Member (please complete Membership Form) ☐ Renewing Member (please complete Membership Form) ☐ Request Address Change

Preferred First Name for Badge Cassie

Aviation Affiliation/Occupation Student

Company/Educational Institution Utah State University Aviation Technology

Address ☐ home ☒ work 2500 N 900 W

City Logan State/Province UT

Zip/Postal Code 84321 Country USA

Phone ☒ home ☐ work 435-750-5741 E-mail address Cassie.L.Hanks@cc.usu.edu

## Register Early and SAVE!

**Early Registration** (by January 10, 2003)

☒ Full Registration (includes opening reception, luncheon and banquet)

☐ Student, Full Time (includes opening reception and luncheon, banquet not included)

**General Registration** (by March 7, 2003)

☐ Full Registration (includes opening reception, luncheon and banquet)

☐ One Day (opening reception and meals not included) ☐ Thursday ☐ Friday ☐ Saturday

☐ Student, Full Time (includes opening reception and luncheon, banquet not included)

**On-site registration fee will be \$100 additional.**

**I would like to order the following tickets:**

# \_\_\_\_\_ Tour: GE Aircraft Engines (choose only one tour)

# \_\_\_\_\_ Tour: Dayton, Ohio—\$25 per person (lunch not included) (choose only one tour)

# \_\_\_\_\_ Flight Instructor Refresher Clinic—\$150 member; \$195 non-member

# \_\_\_\_\_ Extra opening reception or opening reception only—\$10 each

# \_\_\_\_\_ Extra luncheon or luncheon only—\$40 each

# \_\_\_\_\_ Extra banquet or banquet only—\$65 each

**I would like to sponsor a student/unemployed member:**

# \_\_\_\_\_ Student members—\$125 each

# \_\_\_\_\_ Unemployed members—\$235 each

**Member Non-Member**

☒ \$235

☐ \$295

☐ \$125

☐ \$160

☐ \$295

☐ \$355

☐ \$175

☐ \$225

☐ \$145

☐ \$185

**Total Payment**

☐ First time attendee ☐ I would like to volunteer at the Conference

**Reservations—I plan to attend the following Seminars and Workshops:**

☐ FAA Maintenance Recurrent Training (Thursday, March 20 8:00 AM–5:00 PM)

no additional cost

☐ Aerospace Educators' Workshop (Thursday, March 20 9:00 AM–12:00 PM)

no additional cost

☐ FAA Safety Seminar (Thursday, March 20 7:30–9:00 PM)

no additional cost

**Reservations—I plan to attend ONE of the following Professional Development Seminars (select only one):**

☐ Building Cathedrals: Six Practices for Effective Leadership (Thursday, March 20 1:00–4:00 PM)

no additional cost

☐ Get Out of Your Own Way (Thursday, March 20 1:00–4:00 PM)

no additional cost

**Refund Policy:** Full refunds for cancellations will be given until January 17, 2003. From January 18th through March 5th, the registration fee less \$50 will be refunded. After March 5th no refunds will be given. Please allow six weeks for processing of refunds.

Registrations are accepted only with accompanying check or credit card payment (no purchase orders). If paying for more than one registration, send all registration forms together with payment.

**Form of Payment (must be payable in U.S. funds)**

☐ MasterCard ☐ A ☐ Check (Payable to Women in Aviation, International)

Account Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Cardholder's Name (Print) \_\_\_\_\_

Authorized Signature \_\_\_\_\_

(sign as name appears on credit card)

**1. Mail**

Women in Aviation, International  
P.O. Box 11287  
Daytona Beach, FL 32120-1287

**2. Fax**

(386) 226-7998

**3. Web site**

www.wiai.org

**COMPLIMENTARY EXHIBITOR REGISTRATION**

Exhibit # 450

## Electrical Service Order Form

Save Money By Ordering 14 Days In Advance.

### General Electrical Connections (Lights, VCR, etc.) 120 Volt, Single Phase, 60 Hz AC

Quantity	Requirements	List Equipment - Lights, CPU, VCR's, Etc. - 120v	Advance Order	Floor Order	24 Hr Service Add 50%	Total
<u>1</u>	Outlets to 1000 watts 10 amp (1 plug-in)	<u>Lights</u>	\$45.00	\$55.00	—	<u>45.00</u>
	Outlets to 2000 watts 20 amp (2 plug-ins)		\$65.00	\$75.00		

### Rental Items (Exhibitors May Bring Own Approved Power Strip/Extension Cords)

Quantity	Description	Advance Order	Floor Order	Total
	300 watt pole lamp (single) electric included	\$35.00	\$45.00	
	300 watt pole lamp (double) electric included	\$45.00	\$55.00	
	500 watt (ceiling suspended) electric included 1st FL ONLY where available	\$60.00	\$70.00	
	1000 watt (ceiling suspended) electric included 1st FL ONLY where available	\$70.00	\$80.00	
	Extension Cords/Power Strips	\$15.00	\$15.00	

### Motor & Special Electrical Service Connections:

Indicate Voltage Required For All Electrical Service.

This Does Not Include Labor For Connection & Disconnection.

Quantity	Requirements	Nameplate Information				Advance Order	Floor Order	24 Hr Service Add 50%	Total
		120v	208v 1Ø	208v 3Ø	460v 3Ø				
	To ½HP	10 amp	5.4	2	1	\$45.00	\$55.00		
	Above ½ to 1HP	15	8.8	4	1.8	\$55.00	\$65.00		
	Above 1 to 2HP	22	13	7	3.3	\$60.00	\$70.00		
	Above 2 to 3HP	32	19	10	4.5	\$70.00	\$80.00		
	Above 3 to 5HP	55	31	17	7.5	\$80.00	\$90.00		
	Above 5 to 7½HP	80	44	25	11	\$90.00	\$100.00		
	Above 7½ to 10HP	100	55	30	14	\$100.00	\$110.00		
	Each additional HP over 10HP (plus labor charge)					\$10.00	\$10.00		

Continued On Next Page



Department of Industrial  
Technology and Education  
College of Engineering

<http://www.engineering.usu.edu/ite/>

Published April 2002

Effective for students beginning degree Fall Sem. 2002 thru Summer Sem. 2003

## Admission Requirements For This Major

1. New freshmen admitted to USU in good standing qualify for admission to this major.
2. Transfer students from other institutions need a 2.5 total GPA for admission to this major in good standing.
3. Students transferring from other USU majors need a major GPA of 2.3 for admission to this major in good standing.

## The Program

During the freshman and sophomore years, students in the Aviation Technology (Maintenance Management) major will complete most of the courses required for the FAA Airframe and Powerplant (A&P) licenses. Students will also take advanced turbine engines, aviation law, composites structures, corrosion, and nondestructive testing courses. Computer literacy, management, and communications courses are incorporated into the program to provide essential business skills. Industry internships are available and encouraged in the junior and senior years.

This major prepares students for entry-level positions in management and maintenance programs within the airline industry, corporate aviation, and general aviation. The FAA-approved airframe and powerplant (A&P) curricula form the basis for this degree, and most positions will require the A&P licenses. Employment opportunities include positions with major airlines as maintenance personnel, maintenance supervisors, fixed-base operators, maintenance directors, repair station managers, FAA inspectors, aircraft/powerplant, and component manufacturers, as well as aerospace manufacturers. These industries are expanding at a rapid rate with excellent employment opportunities. This is forecasted to continue well into the twenty-first century.

Students may choose to complete courses for the Federal Communications Commission (FCC) avionics license. Most modern aircraft depend heavily on computer-based systems for aircraft flight control and navigation. The avionics specialization in the airline industry is and will remain the fastest growing area in the foreseeable future. Employment opportunities include positions with major airlines as avionics maintenance personnel, avionics maintenance supervisors, and avionics repair station managers, as well as FAA inspectors, aircraft/powerplant, and avionics component manufacturers and aerospace manufacturers.

## Admission

USU has an open admission policy for Utah high school graduates and for high school graduates outside the state of Utah provided they meet the standards outlined in the University *General Catalog*.

USU will accept students from other institutions provided they have a good academic standing. Students wishing to enter the Aviation Technology (Maintenance Management) major must have a grade point average of 2.5 or higher in order to be admitted into the College of Engineering.

Transfer credit from accredited U.S. institutions is automatically posted. Posting of credit from U.S. institutions does not imply acceptance as credits toward a degree.

A transfer student and the college academic advisor initiate a petition for acceptance of transfer credits to meet degree requirements (department head and dean must approve). If transfer credit is not from a Utah school, it is the student's responsibility to provide a catalog or copies of catalog materials (obtainable in the Library on microfilm) to show the content of courses taken.

D grades are not accepted as transfer credit, except from Utah schools where USU is required to do so. The repeat policy applies to transfer courses as well as courses taken at USU (see Professional Program information on this sheet).

Transfer credit from foreign and nonaccredited institutions may be used for meeting degree requirements only if posted on the USU record of the student.

## Professional Technology Program (PTP)

Students entering this major must meet PTP requirements. The purpose of this program is to provide a quality education for students by (1) requiring that they be fully prepared for upper-division coursework by having satisfactorily completed all required preprofessional courses, and (2) limiting enrollment in upper-division courses, consistent with resources available within the department and college.

Enrollment in upper-division ITE courses (3000-level and above) is available only to students who have been accepted into the PTP or into an appropriate graduate program, or to students with a non-ITE major requiring a specific class. (Non-ITE majors may take a *maximum of two* upper-division ITE courses.)

Current PTP applications listing the required PTP courses and admission standards are available from the department and the office of the Dean of Engineering. The minimum requirements a student must satisfy in order to be eligible to apply for admission to a professional program are:

1. The student must be in good academic standing in the University and the college.
2. The student must achieve a grade of C- or better in every required preprofessional course. The *P-D-F* grading option may not be used.
3. The student must achieve an overall grade point average of 2.0 or better for all required preprofessional coursework completed at USU.

Satisfying minimum eligibility requirements does not ensure that a student will be admitted to the PTP program. The number of students accepted will be based upon the number of students that can be accommodated in upper-division classes. Applicants will be ranked and selected in order of their academic standing in the required preprofessional courses. Admission into a PTP program is for a period of **three years**. Students unable to complete graduation requirements during this time will be interviewed by the department head to determine whether special circumstances justify their continuance in the program.

A student can repeat no more than three of the required preprofessional courses in order to satisfy the PTP application and eligibility requirements. Multiple repeats of the same course are included in the total of three repeats. **Audits count as a time taking a class unless prior written approval is obtained from the college academic advisor.**

Transfer credit accepted by the department and the college may be applied toward meeting the requirements for admission in the PTP; however, the grades received will not be used in the USU GPA calculation. For students with transfer credit, a final decision on admission into the PTP will not be made until after the applicant has completed at least 15 credits of acceptable technology, math, and science coursework at USU.

Students should apply to the professional program midway through the semester in which they will complete all preprofessional courses.

Students must maintain a USU GPA of 2.0 to remain in good standing both in the college and the University. Students in a preprofessional program who are not making satisfactory progress toward acceptance into a professional program or who become ineligible to enter a professional program will be suspended from the college. Students in good standing in a preprofessional program must still meet the entrance requirements for admission into a professional program.

For all technology majors in the professional program the following academic regulations apply in addition to University regulations:

1. A minimum GPA of 2.0 must be maintained in technology/math/science/business courses required for, or used as technical electives in, the chosen major. Courses which were part of the preprofessional program requirements and University Studies courses are not included in this GPA calculation.

2. No more than 6 credits of *D* or *D+* credit may be applied toward meeting graduation requirements in technology/math/science/business classes.

3. College of Engineering courses may be repeated only once. Audits count as a time taking a class unless prior written approval is obtained from the department head. A maximum of three required or elective courses completed as part of a professional program can be repeated in order to meet graduation requirements. (Courses completed as part of a preprofessional program are not included in this total of three repeats.)

4. The *P-D-F* grading option may not be used in required or elective courses completed as part of a professional program. (The *P-D-F* grading option is approved for University Studies courses.)

5. The academic regulations listed above (1-4) apply to required coursework and any technology/math/science/business course which could be used to satisfy graduation requirements for the chosen degree. That is, once a student completes a particular technical elective, it becomes a required course for that student.

6. Students in violation of departmental or college academic regulations, no longer eligible for graduation, or not making satisfactory progress toward a degree will be placed on probation.

a. Students will be placed on probation if they (i) earn an *F* in a technology/math/science/business course which could be used to satisfy graduation requirements for the chosen degree (see No. 5 above); (ii) have more than 6 credits of *D* credit (see No. 2 above); or (iii) have a GPA of less than 2.0 (see No. 1 above).

b. Students remain on probation until they improve their standing by repeating and passing all failed classes, repeating classes to reduce the number of *D* credits to 6 or less, and/or by raising their GPA above 2.0.

c. While on probation, a student must earn a semester GPA of 2.0 or higher in technology/math/science/business classes and must not earn any *D*'s or *F*'s.

While on probation, a student may not preregister. The student's major code will be changed to a preprofessional code. The student must meet with the college academic advisor each semester to work out a schedule to correct the existing academic problems.

## Special Requirements

Students are required to furnish their own basic set of tools and toolbox. With special discounts available through USU, prices range from \$900 to \$1,400. Contact Randy Chesley, rchesley@cc.usu.edu or (435) 797-2748, for required tool list. Additional federal aid may be available for this purchase. See advisor for details. Special tools will be furnished by the department.

## Internship Opportunities

Student internship opportunities are available from several companies and state agencies nationwide. These internships give Aviation Technology (Maintenance Management) students the opportunity to work for a semester in an industrial setting, to learn what working in the profession is like. Because of this

invaluable experience, most of the returning interns have job offers from these companies prior to graduation. Most of the internships are during the summer, but some internships are available during other semesters. Students are encouraged to plan ahead to participate in this program. For additional information, contact the professional program advisors.

## Career Opportunities

Graduates of the Aviation Technology (Maintenance Management) major are qualified to enter the work force in many rewarding career fields in aviation. Employment opportunities exist in target industries, such as major airline carrier maintenance management, commuter airline maintenance management, fixed-base operator (FBO) maintenance, and Federal Aviation Administration (FAA) aircraft inspection, after some field experience. This major has a great deal of depth in general maintenance, which applies to most industrial maintenance operations. Although the major's focus is aviation, the knowledge and skills gained can be used in other fields.

A video clip showing career requirements and opportunities can be found at: <http://www.atec-amt.org/careers.htm>.

## Research

A component of the undergraduate upper-division curriculum is devoted to applied technology research. Students are involved in many research projects sponsored by industry. Seniors are required to complete a research project dealing with a practical application of a problem encountered in their field. Many other departments of the University have made available sophisticated equipment that can be utilized in Aviation Technology (Maintenance Management) research projects.

## Degrees and Programs Offered Through This Department

**Aviation Technology (Maintenance Management):**

Bachelor of Science (BS)

**Aviation Technology (Professional Pilot):** BS

**Computer Electronics Technology:** BS

**Technology and Industrial Education:** BS

**Welding Engineering Technology:** BS

**Industrial Technology:** Master of Science (MS)

**Aircraft Maintenance Technician (Airframe):** Two-year Associate of Applied Science (AAS)

**Aircraft Maintenance Technician (Powerplant):** AAS

**Computer Aided Drafting and Design:** AAS

## Academic Advisement

All students should contact their academic advisor for assistance with course selection, program planning, and meeting graduation requirements. If they do not know who their advisor is, students should contact their department, college, or the Office of Advising and Transition Services.

## Graduation Requirements: BS Degree in Aviation Technology (Maintenance Management)

### Minimum University Requirements\*

Total credits . . . . .	120
Grade point average (most majors require higher GPA) . . . . .	2.00 GPA
Credits of C- or better . . . . .	100
Credits of upper-division courses (#3000 or above) . . . . .	40
USU credits (10 of last 40 must be USU credits) . . . . .	30
Completion of approved major program of study . . . . .	See department
Credits in minor (if required by department) . . . . .	12
Credits in American Institutions (Econ 1500; Hist 1700, 2700, or 2710; PolS 1100; or USU 1300) . . . . .	3
University Studies requirements . . . . .	See below

\*Colleges and departments may require more credits or a higher GPA. See requirements on this sheet.

## Limitations

No more than 80 junior college transfer semester credits can be used for a bachelor's degree. No more than 30 semester credits of Independent Study courses can be used toward a bachelor's degree.

## University Studies Requirements for Aviation Technology (Maintenance Management) Major

Note: Approved University Studies courses and requirements are listed in the back section of each semester's *Schedule of Classes*.

## General Education Requirements (28-31 credits)

### Competency Requirements (10-13 credits)

#### Communications Literacy (CL) (6 credits)

Engl 1010 (3 credits) or satisfactory AP, CLEP, or ACT score

AND

Engl 2010 (3 credits)

#### Quantitative Literacy (QL) (4 credits)

Math 1050 (4 credits)

OR

One Math or Stat course requiring Math 1050 as a prerequisite

OR

AP Math score of 3 or higher

#### Computer and Information Literacy (0-3 credits)

Passing grade on six computer and information literacy related examinations. BIS 1400 is required for this major and teaches the required skills.

### Breadth Requirements (18 credits)

Select at least one approved course from each of the following six categories: **American Institutions (BAI)**, **Creative Arts (BCA)**, **Humanities (BHU)**, **Life Sciences (BLS)**, **Physical Sciences (BPS)**, and **Social Sciences (BSS)**. At least two of the six breadth courses must be University Studies courses with a **USU prefix** (excluding USU 1000, 1100, and 3330). (CLEP or AP credit may be used.) Phyx 1800, which is required for this major, fulfills the Breadth Physical Sciences requirement.

## Depth Education Requirements

### Communications Intensive (CI) (2 courses)

ITE 4610 and 4620 will meet this requirement.

### Quantitative Intensive (QI) (1 course)

ITE 2300, a course taken for the major, will meet this requirement.

### Depth Course Requirements (2 courses)

Select at least one approved 3000-level or above course from each of the following two categories: **Humanities and Creative Arts (DHA)** and **Social Sciences (DSS)**. MHR 3110, which is required for this major, fulfills the Social Sciences requirement.

## Aviation Technology (Maintenance Management) Suggested Semester Schedule<sup>8</sup>

### Freshman Year (34 credits)

Fall Semester (17 credits)	Credits
□ ITE 1130 <sup>1</sup> Flight Principles . . . . .	2
□ ITE 1140 <sup>1</sup> Aircraft Components and Principles . . . . .	2
□ ITE 1200 <sup>4</sup> Computer-Aided Drafting and Design . . . . .	3
□ ITE 2100 Aircraft Reciprocating Powerplants and Accessories . . . . .	3
□ ITE 2110 Aircraft Reciprocating Powerplants and Accessories Lab . . . . .	3
□ Math 1050 (QL) <sup>1,2</sup> College Algebra . . . . .	4

### Spring Semester (17 credits) Credits

□ BIS 1400 <sup>1,4</sup> Microcomputer Applications in Business . . . . .	3
□ ITE 1030 <sup>4</sup> Material Processing and Tooling Systems . . . . .	3
□ ITE 1100 <sup>4</sup> The Aviation Profession . . . . .	1
□ ITE 2140 <sup>1</sup> Aircraft Turbine Powerplants and Maintenance Operations . . . . .	3
□ ITE 2150 <sup>1</sup> Aircraft Turbine Powerplant Maintenance Operations Lab . . . . .	3
□ ITE 2420 FAA Regulations, Records, and Certification . . . . .	2
□ Math 1060 <sup>1,9</sup> Trigonometry . . . . .	2

### Sophomore Year (29 credits)

#### Fall Semester (15 credits)

□ ITE 1170 Aircraft Structures . . . . .	3
□ ITE 2180 Aircraft Hydraulic and Pneumatic Systems . . . . .	2
□ ITE 2200 Aircraft Hydraulics and Pneumatics Systems Lab . . . . .	1
□ ITE 2300 (QI) <sup>1,2</sup> Electronic Fundamentals . . . . .	4
□ ITE 3280 Advanced Turbine Engines . . . . .	2
□ Engl 1010 (CL) <sup>1,4,5</sup> Introduction to Writing: Academic Prose . . . . .	3

#### Spring Semester (14 credits)

□ ITE 1240 Aircraft Maintenance . . . . .	3
□ ITE 2170 <sup>1</sup> Aircraft Systems . . . . .	2
□ ITE 2190 Aircraft Systems Lab . . . . .	1
□ ITE 2430 Aircraft Electrical Systems and Components . . . . .	2
□ ITE 2440 Aircraft Electrical Systems Laboratory . . . . .	2
□ Phyx 1800 (BPS) <sup>2,7,9</sup> Physics of Technology . . . . .	4

### Junior Year (31 credits)

#### Fall Semester (15 credits)

□ Engl 2010 (CL) <sup>1,4,5</sup> Intermediate Writing: Research Writing in a Persuasive Mode . . . . .	3
□ Math 1100 (QL) <sup>4,5</sup> Calculus Techniques . . . . .	3
□ MHR 3110 (DSS) <sup>3,4,5,7</sup> Managing Organizations and People . . . . .	3
□ University Studies Breadth Courses <sup>4,5</sup> . . . . .	6

#### Spring Semester (16 credits)

□ ITE 3610 AeroTechnology Design I . . . . .	1
□ ITE 4200 Composite Manufacturing Processes and Repair . . . . .	3
□ ITE 4490 Human Factors in Aviation Safety . . . . .	3
□ Stat 2300 (QL) <sup>2,5</sup> Business Statistics . . . . .	4
□ Technical Electives <sup>6</sup> . . . . .	5

### Senior Year (33 credits)

#### Fall Semester (18 credits)

□ ITE 3010 <sup>4</sup> National Airspace, Air Traffic Control, and Airport Administration . . . . .	3
□ ITE 3120 Aviation Law . . . . .	3
□ ITE 4610 (CI) AeroTechnology Design II . . . . .	3
□ Technical Elective <sup>6</sup> . . . . .	3
□ University Studies Breadth Courses <sup>4,5</sup> . . . . .	6

#### Spring Semester (15 credits)

□ ITE 4620 (CI) AeroTechnology Design III . . . . .	3
□ MHR 3710 <sup>3,4,5</sup> Developing Team and Interpersonal Skills . . . . .	3
□ Technical Elective <sup>6</sup> . . . . .	3
□ University Studies Breadth Course <sup>4,5</sup> . . . . .	3
□ University Studies Depth Humanities and Creative Arts (DHA) Course <sup>4,5</sup> . . . . .	3

<sup>1</sup>This course is required for entrance to the Professional Technology Program (PTP). Completion of the Computer and Information Literacy (CIL) exam with a passing grade is also required.

<sup>2</sup>A math ACT score of 23 or higher is required to enroll in Math 1050. If Math ACT score is between 18 and 22, student should enroll in Math 1010 first. Math 1050 is a prerequisite for Stat 2300, ITE 2300, and Phyx 1800.

<sup>3</sup>Students must have a cumulative GPA of 2.5 and 60 semester credits to be admitted to these College of Business courses.

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<sup>4</sup>Due to teaching load constraints, these courses may be offered during semesters other than those listed here. Check with the department regularly for possible changes. Most of these classes are offered only once each year.

<sup>5</sup>These courses may be taken during summer semester to allow for more reasonable course loads during the academic year.

<sup>6</sup>Students must take 11 credits of technical electives, of which at least 10 credits must be in upper-division courses (3000-level and above). Completion of the Avionics/FCC license will require more than the minimum 126 credits.

<sup>7</sup>Phyx 1800 fulfills the University Studies Breadth Physical Sciences (BPS) requirement. MHR 3110 fulfills the University Studies Depth Social Sciences (DSS) requirement.

<sup>8</sup>Students wishing to complete the optional Avionics/FCC license must take the following courses: ITE 2310, 2360, 2370, 2400, 3400, and 3410.

<sup>9</sup>Math 1060 is a prerequisite for Phyx 1800.

## **Requirement Changes**

Graduation requirements shown on this sheet are subject to change. Students should check with their assigned advisor concerning possible changes.

## **Materials for Persons with Disabilities**

This requirement sheet is available in large print, audio, and braille format upon request to the USU Disability Resource Center.

## **For information contact**

**Industrial Technology and Education Department;** Industrial Science 112; Utah State University; 6000 Old Main Hill; Logan UT 84322-6000; tel. (435) 797-1795; e-mail [mthomas@cc.usu.edu](mailto:mthomas@cc.usu.edu); <http://www.engineering.usu.edu/ite>

*Prepared by Advising and Transition Services, Utah State University*

## FLYING AGGIES!



### INTERNSHIP OPPORTUNITIES


One of the best benefits to joining the USU Aviation Program is its excellent internship program. Some of the internships offered by USU are:

*Alaska Airlines*

 **Delta**

*American Eagle*

**American Airlines**

 **UNITED**

USU is also proud to offer Regional Jet and Brasilia Ground School courses in preparation for internships and the commuter airlines.

### PLANES

Students will be flying Cessna 152s. USU currently has ten Cessna 152s for instruction. These planes are maintained by USU's own certified in-house maintenance crew.

### INSTRUCTORS

USU has 21 FAA-certified flight instructors. These instructors are current or former USU students that have completed the appropriate levels of flight and instructor training.

### PROGRAM REQUIREMENTS

Participants must be at least 17 years of age by program completion date and be able to read, speak, write, and understand the English language. Students do not need to be admitted to USU to be part of the summer program, but do need to be admitted to receive financial aid. If you need further assistance please contact:

Kari Sparks  
Summer Program Coordinator  
USU Flight Operations  
2500 N. 900 W.  
Logan, UT 84321  
(435) 787-1346  
KARIA@cc.usu.edu

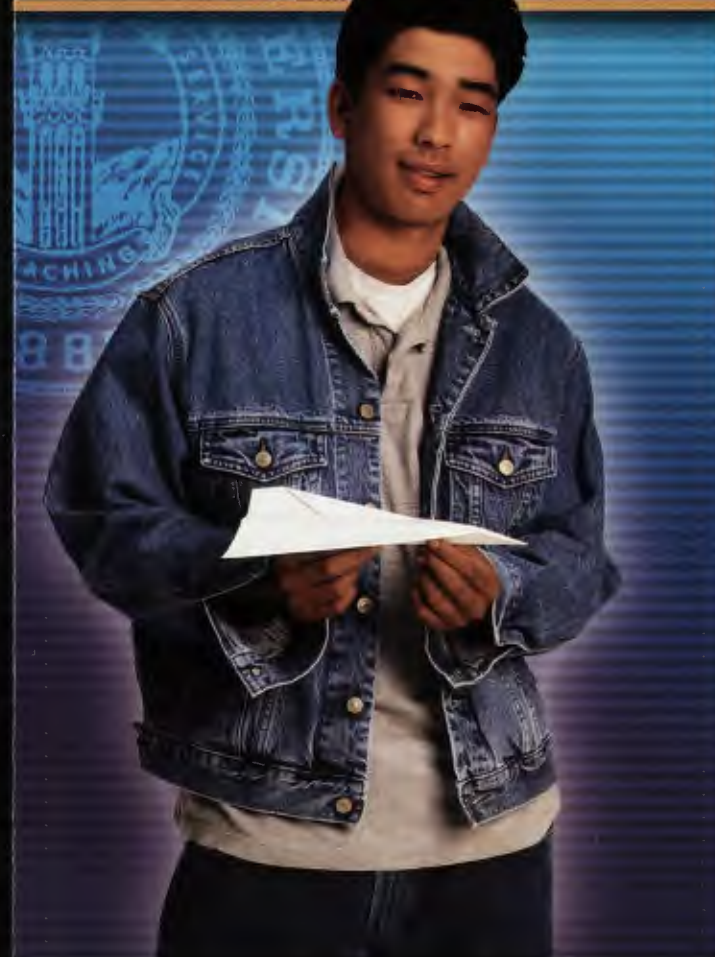
For payment information, please contact:

Terry Robinson  
(435) 797-2075  
Terryr@ext.usu.edu

CONTINUING EDUCATION

**Utah State**  
UNIVERSITY

## TAKE OFF THIS SUMMER WITH THE FLYING AGGIES





Do you want to get a jumpstart on a career in aviation? If so, come "take off" with Utah State University's Flying Aggies! Flying Aggies is a fun way to spend your summer earning your private pilot's license. The program is designed for upcoming and graduating high school seniors interested in learning to fly; however, anyone who is interested in aviation is welcome. Training is given on the USU campus and at the USU Airport Facility located at the Logan/Cache Airport. Students will participate in ground school and flight training daily. Study sessions given by certified pilots will be held throughout the week. This program offers everything from college credit

to living arrangements, all for one reasonable price. Federal Financial Aid is available to those students who qualify\*. Classes begin June 16th and end August 15th. Class size is limited, so apply early. The sky's the limit with Utah State University's Flying Aggies Summer Flight Program. Come and let us show you new horizons in the exciting world of aviation.

Upon graduating from USU's Summer Aviation Program you will have gained...

- FAA Certified Private Pilot license
- 6 college credits
- Skills necessary to continue in the field of Aviation Technology-Professional Pilot

## COST

### OPTION 1

Summer Tuition—6 college credits	\$750
Flight Fees	\$4578
Includes:	
30 Hours Dual	\$2975
10 Hours Solo	\$275
5 Hours Ground	\$210
(with Flight Instructor)	
3 Stage Checks	\$632
FAA Checkride	\$416
(includes A/C rental)	
FAA Written Exam	\$70
Pilot Supplies	\$200
Textbooks, Logbook, Airplane Supplies	
Headset	\$130
Housing	\$425
Food	\$300
Transportation	\$50
(To and from USU dorms and the Logan airport)	

### TOTAL

\$6433

### OPTION 2

Includes all of the above with your choice of deleting one or more of the following:

- Housing
- Food
- Transportation
- Headset

*Anything you opt out will become your responsibility to provide.*

**NOTE** Upon joining the program you will need a medical exam by a certified Aviation Medical Examiner (AME). To locate an AME in your area, check out [flightphysical.com](http://flightphysical.com).

Students who will be applying for financial aid must first meet certain requirements. For this information, please refer to the contact located on the back of this brochure.

This price is based on 40 hours of training. Students who exceed this will be required to pay the difference. A \$150 deposit is required upon enrollment. This deposit will become non-refundable after May 1st.

If you would like **more** information on Utah State University's Flying Aggies Summer Flight Program, please complete and mail in this form.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Birth date: \_\_\_\_\_

E-mail: \_\_\_\_\_

High School: \_\_\_\_\_

Male \_\_\_\_\_ Female \_\_\_\_\_

Are you interested in receiving more information on USU's Aviation Bachelor degree program leading to a career in aviation?

☐ Yes ☐ No

Please return this information in the self-addressed, stamped envelope provided.

WE  
LOOK  
FORWARD  
TO FLYING  
WITH YOU!